

# Grain Dealers Journal

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Gerstenberg & Co., grain, seeds.\*  
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Quinn, Geo. B., grain commission.  
Rang & Co., Henry, grain commission.  
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Rosenbaum Grain Co., J., receivers and shippers.  
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Rothschild Co., The Moses, general grain com'n.  
Rumsey & Company, grain commission.\*  
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Brown & Co., H. W., gr., hay, flour, fd.\*  
Brown & Co., W. L., consignments.  
Ellis & Fleming, grain and hay commission.\*

### CINCINNATI—Continued.

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Gale Bros. Co., grain, hay, feed.\*  
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Nickel Plate Elevtr. Co., receivers and shippers.  
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Star Elevtr. Co., receivers, grain, hay, straw.  
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Kenkel-Todd Co., grain commission.  
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### HASTINGS, NEBR.

Stockham, E., wholesale grain & feed.

### HOUSTON, TEX.

Gulf Grain Co., grain, hay, millfeed.

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#### Board of Trade Members.

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Boyd Grain Co., Bert A.\*  
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Jordan & Schol, receivers, shippers of grain.\*  
Kinney Grain Co., H. E., receiver and shipper.\*  
Minor, B. B., grain consignments solicited.  
Mutual Grain Co., grain commission.\*  
Urmon-Harting Grain Co., receivers & shippers.\*  
Witt, Frank A., grain commission & brokerage.

### KANSAS CITY, MO.

#### Board of Trade Members.

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Denton Kuhn Gr. Co., consignments.\*  
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Roehen Grain Co., E. E., grain, flour, millfeed.\*  
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Shannon Gr. Co., consignments solicited.\*  
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Whitmore-Cockle Gr. Co., grain commission.  
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Owen & Brother Co., grain commission.  
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Cereal Grading Co., grain merchants.  
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Getchell-Tanton Co., grain commission.  
Gould Grain Co., grain merchants.  
Hankinson & Co., H. L., grain commission.  
Huhn Elevtr. Co., chicken feed.  
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Van Dusen-Harrington Co., grain merchants.\*  
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Merriam Commission Co., consignments.  
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Omaha Elevator Co., receivers, shippers.\*  
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Miles, P. B. & C. C., grain commission.\*  
Muciler Grain Co., receivers and shippers.\*  
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## Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed

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Pultz & Co., J. B., grain and feed.\*  
Richardson Bros., grain, flour, millfeeds.\*  
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Geldel & Dickson, grain and hay.\*  
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Herb Bros. & Martin, grain and hay.\*  
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McCague, R. S., grain, hay.\*  
Seavey & Clark, grain, hay & millfeed.\*  
Smith & Co., J. W., grain, hay, feed.\*  
Stewart, D. G., grain, hay, feed.\*  
Walton Co., Sam'l, grain and hay.\*

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Mystic Milling Co., grain, flour, feed.

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Keith Grain & Com. Co., grain & commission.  
Kelly Grain Co., Edward, consignments.  
Kemper Grain Co., The, receivers and shippers.  
Koeh Grain Co., Geo., Kansas turkey wheat.  
McCullough Grain Co., consignments.\*  
Norris Grain Co., grain exporters.  
Powell & Co., L. H., receivers and shippers.  
Roehen Grain Co., E. E., consignments.  
Scott & Sons, W. L., grain merchants.  
Strong Grain & Coal Co., B., grain & coal.  
Wallingford Bros., receivers, shippers.\*  
Williamson Grain Co., grain commission.\*  
Woodside Smith Grain Co., receivers & shippers.

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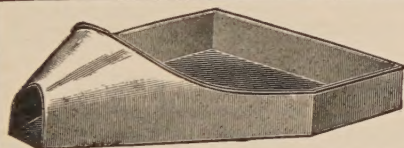
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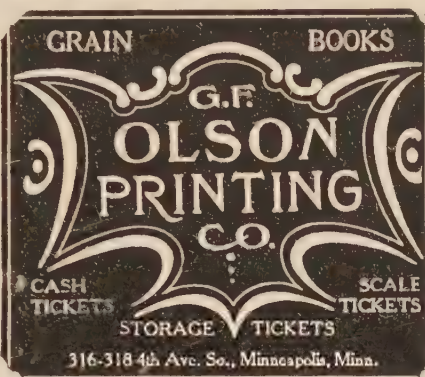
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Wire us your offerings.

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Is a record book designed to afford ready reference to the entry or record of any car number. Facing pages 11x14½ inches of heavy ledger paper are each ruled into five columns, those on the left-hand page being numbered 0, 1, 2, 3 and 4; while columns on the right-hand page are numbered 5, 6, 7, 8 and 9. Each column is ruled into three distinct divisions with the following sub-headings: "Initial," "Car No." and "Record."

The marginal index figure represents the right hand or unit figure of the number entered; and the column heading the second or tens figure. So that the required number can always be instantly found if properly entered.

ORDER FORM 40 contains 36 pages, bound in heavy canvas covers with spaces for registering 9,000 cars. Price, \$1.50.

ORDER FORM 42 contains 68 pages, bound in art canvas covers with spaces for registering 17,000 cars. Price, \$2.50.

GRAIN DEALERS JOURNAL, 315 So. La Salle St., Chicago, Ill.

## What have you?

FOR SALE

An Elevator  
Machinery  
Seeds

## Do you want?

An Elevator  
Machinery  
Position  
Partner  
Seeds  
Help

## Grain Dealers Journal

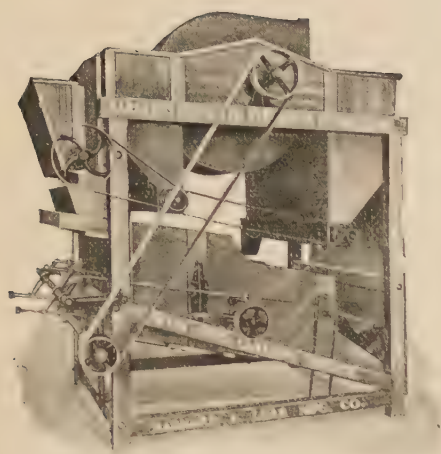
CHICAGO, ILL.

has 6,000 readers who would like to know. Tell them thru a "For Sale & Want" Ad. Costs 20 cents per type line.

## WANT HELP?

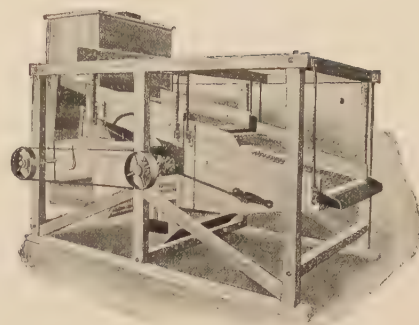
Then consult the "Situations Wanted" columns of the Grain Dealers Journal.





Perfected Separator

## Everything for Grain Elevators and Feed Mills



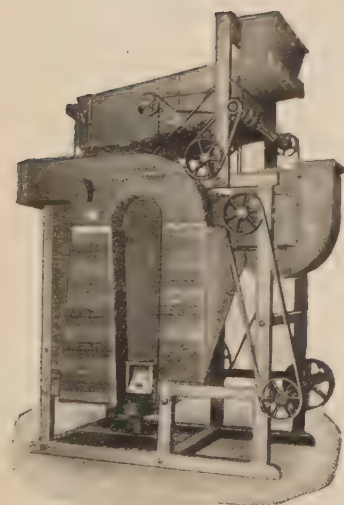
Corn Cleaner

For over 50 years we have been building this class of machinery and our line is known wherever grain is grown.

We made the first successful wheat separator, the first sieve corn cleaner, the first ball bearing feed mill, and in fact, have always been first to introduce anything of value.

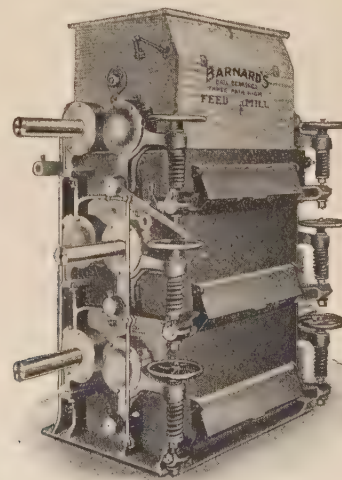
Our line includes Separators, Scourers and Oat Clippers of all kinds, a full line of Feed Mills and Corn Shellers and Cleaners, Packers, Grain Dryers, Dust Collectors and Power Connections and Supplies of all kinds.

*Send for latest catalogue*



Moline Upright Oat Clipper

**BARNARD & LEAS MFG. CO.**  
MILL BUILDERS AND  
MILL FURNISHERS  
ESTABLISHED 1860. MOLINE, ILLINOIS, U.S.A.



Ball Bearing Feed Mill



To our many Friends and Patrons  
A Merry Xmas and Happy New Year.

Like everyone else, we have made up  
a list of New Years Resolutions.

"We Resolve"

To be on the job every minute of the year.

To help you keep the wheels turning.

To keep our ear to the phone 24 hours  
a day and seven days in the week.

To get our mail on Sunday.

To ship Express orders the day received,  
everyday in the week.

Day Phone \_\_\_\_\_ Douglas 1273

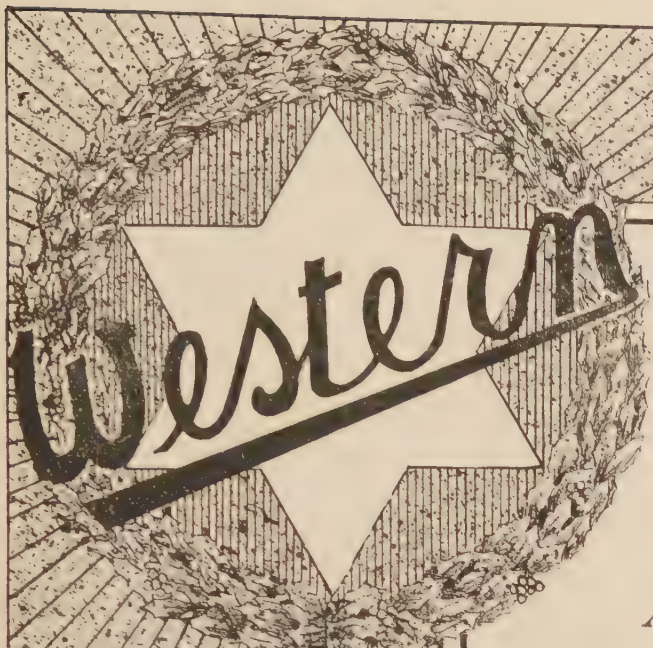
Night and Sunday \_\_\_\_\_ Tyler 1656

American Supply Co.

Omaha, Neb.

Omaha's Largest Mill and Elevator Supply Co.





UNION  
IRON  
WORKS  
DECATUR  
ILLINOIS



WESTERN REGULAR WAREHOUSE SHELLER

### *A Bit o' Retrospection*

¶ Just about this time of the season when the old year's a-dying and the new one's on the way, most men stop and hesitate and look back over the year's work, its happenings, how it has affected him personally, his business success or failure, how the world has gone rushing along.

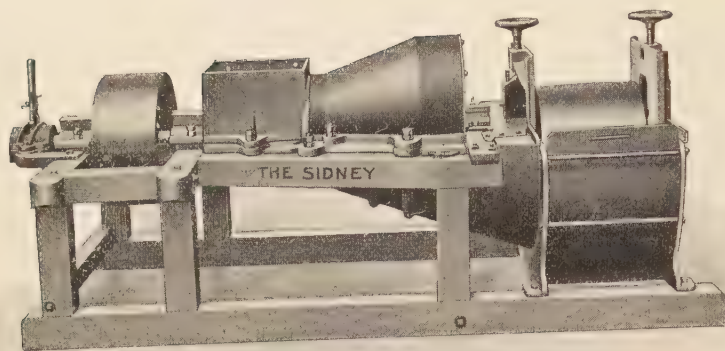
¶ It has been a wonderful year, a year that possibly never will be duplicated in our eyes, never in history probably.

¶ A year with business stagnation, a year of sadness and reign of militarism among our neighbors across the ocean. We pity their distress, but drop on our knees and thank the good Lord of all that we are Americans, subject to no monarch's despotism or lust for war, that 3000 miles of wet goods is between us on each side, that we are neutral, that business is convalescing, that the confidence of our friends has been on the increase, that we have merited their confidence and that they accept our heartiest wishes for a plentiful Christmas and a prosperous New Year.



WESTERN PITLESS SHELLER





### THE SIDNEY CORN SHELLER & ELEVATOR BOOT COMBINED WITH TAKEUPS ON BOOT

deliver a high grade of work over a long period of operation with a very low expense for repairs.

We ask your investigation because our records place us at the top of the efficiency class.

Begin investigating now. Send for our new catalog showing our largely increased line of grain handling machinery.

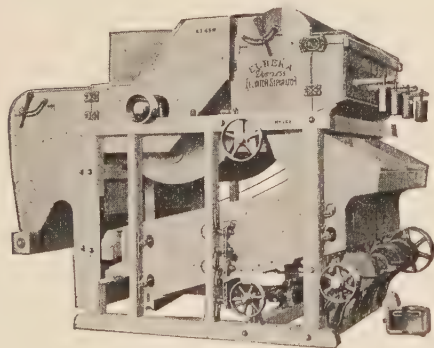
## BACKED BY SIDNEY SERVICE

Is there any claim stronger or more convincing than this that we can advance in our solicitation of your business?

It guarantees a purchase that will



## PHILIP SMITH MFG. CO. SIDNEY OHIO, U.S.A.



### EUREKA

### The First "Safety First" Grain Cleaner

EQUIPPED WITH

Multiblade all steel fans  
Enclosed disc-oiling eccentrics  
Guarded gears and sprockets  
Headless set screws  
Safety collars

A Trade Mark  
"To Distinguish the  
Best from the Rest"



## A Record Is Better Than a Promise

A Machine has made good only when the profits and economies from its use have so accumulated that it can figuratively turn to its owner and say "I have paid for myself." Some machines never pay for themselves. The many users of the

### "Eureka" Separator

will tell you that it not only pays for itself, but does so many times over.

**THE S. HOWES COMPANY**  
SILVER CREEK, N.Y.



A Trade Mark  
"To Distinguish the  
Best from the Rest"

#### REPRESENTATIVES

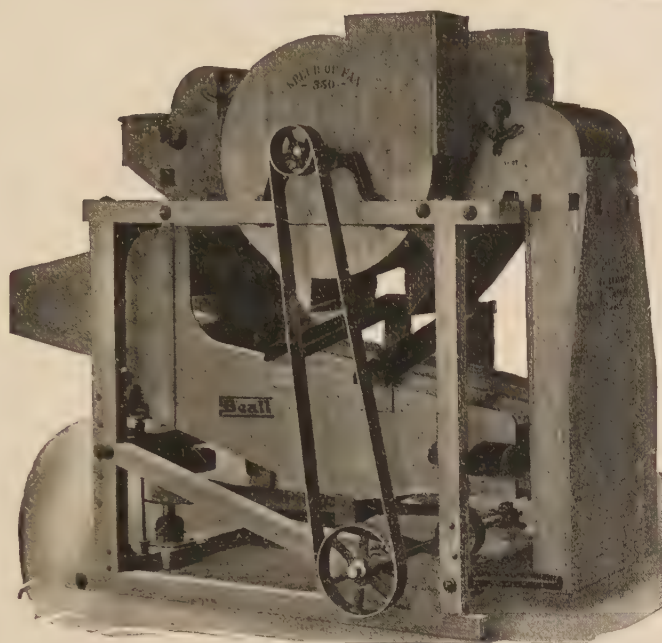
F. E. Dorsey, 3850 Wabash Ave., Kansas City, Mo.  
E. A. Pynch, 311 3d Ave. S., Minneapolis, Minn.

J. O. Smythe, 1034 W. 32d St., Indianapolis, Ind.  
W. M. Mentz, Sinks Grove, W. Va.

Wm. Watson, 703 West. Union Bldg., Chicago  
Geo. S. Boss, Jefferson Hotel, Toledo, Ohio

Special Sales Agents—The P. H. Pelkey Construction Co., Wichita, Kans.





The strict requirements of the Federal grades, and the recently sprung demand for top grades have been the best advertising the

**Beall**  
THE MARK OF QUALITY

warehouse and elevator separator could possibly get, because it has always been putting out grain in just the condition required by Uncle Sam.

The principle in our sieve action is one of the strong Beall features. Instead of merely shaking the grain backward and forward or sideways only, we shake first forward and backward and then from side to side. This action keeps the grain spread out thin over the entire screen. You see the point—smaller refuse and other foreign matter

than the grain can't stay on this screen. It's so perfectly and surely separated, it must drop out and be carried away, and the best of it is that the shoe is so hung, that there is no rack to the machine.

This feature alone warrants your closest investigation, but you ought to know the idea involved in our independent fan system.

Get our catalog and see the fine points of the Beall—today.

**The Beall Improvements Co. Decatur Ill..**

**"MONITOR-WEGNER"  
All-Metal  
Dust Collector**



**Your collectors do not catch the dust  
—these do**

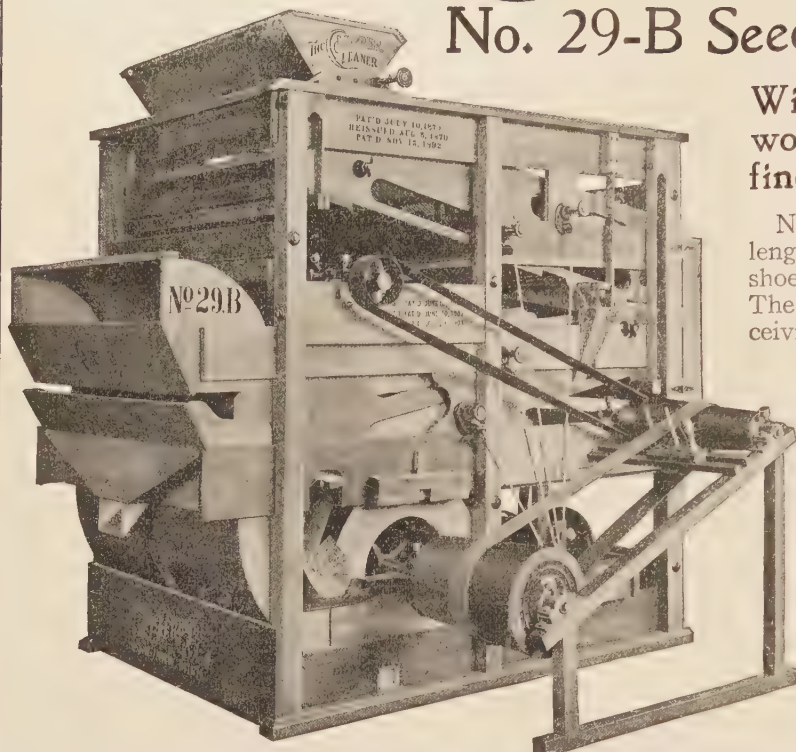
Your Dust Collectors catch perhaps 75% of the dust you are blowing into them—the other 25% escapes. These new principle "No-Dust-Twins" Collectors **catch** 99% of the dust delivered into them—the only Collectors which have ever shown such efficiency. We offer, on trial, something newer and better than you are now using—we will catch the dust that is now **blowing out** of your present Collectors. Our "Twins" have made a phenomenal record—over 300 pairs sold within eight months from the date we shipped out the first pair—some Collector. Our literature and testimonials from users will set you thinking.

**HUNTLEY MFG. CO.,  
Silver Creek, N. Y.**





## No. 29-B Seed and Grain Cleaner



Without an equal for doing fine work on Clover, Timothy and fine seeds of this description.

Notice the following good points:—Four full length screens, mounted in two counterbalanced shoes. Traveling brushes under each screen. The seed passes over both sets of screens, receiving a double screening and is then passed through the Vertical Blast, actually weighing each seed or kernel, separating the good, heavy, plump seed from the light, chaffy, blasted seeds. Our Roller Bearing Traveling Brush Carrier is the only satisfactory device for keeping the screens clear. It is also equipped with the Special Air Controller for regulating the blast to exactly meet the requirements of the stock.

If you are looking for a machine of large capacity that will do the best work with the least power, write for catalog No. 22.

**A. T. FERRELL & CO.**  
Saginaw, W. S., Mich.

*It is with great pleasure that  
we wish our friends among  
the Grain Trade a very*

**Merry Christmas  
and  
Prosperous New Year**

**INVINCIBLE GRAIN CLEANER CO.**

*Manufacturers of the famous Invincible Line  
of Grain Elevator Machinery.*

**SILVER CREEK,**

**NEW YORK**

REPRESENTED BY

F. H. MORLEY, Jr. 1041 Webster Bldg., Chicago, Ill.  
C. L. HOGLE, 622 Board of Trade, Indianapolis, Ind.  
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CHAS. H. STERLING, Jefferson House Toledo, Ohio  
F. J. MURPHY, 234 Exchange Bldg., Kansas City, Mo.  
BRINKLEY SUPPLY CO., Seattle, Wash.

SOUTHERN REPRESENTATIVE: J. H. BATES,  
2310 Church St., Cleveland, Tenn.

SPECIAL SALES AGENTS:  
BUCKLEY BROS., Louisville, Ky.  
STRONG-SCOTT MFG. CO., Minneapolis, Minn.



## Have You Seed For Sale?

## Do You Wish To Buy Seed?

See our "Seeds For Sale—  
Wanted" Department  
This Number.

## Set of Books

Complete for \$3.50

### A GRAIN RECEIVING BOOK (FORM 12AA)

Grain Register is designed to facilitate the work of keeping a record of weights and number of bushels in wagon loads of grain received at elevator.

Each page is 8½x14 inches, and at top of the 11 columns are printed Date, Name, Kind of Grain, Gross, Tare, Net, Bushels, Pounds, Price, Amount and Remarks.

Each page has spaces for 41 wagon loads and each book has 120 pages, making each book contain spaces for records of 4,920 loads. The book is well printed and ruled on ledger paper, and substantially bound in full heavy canvas covers. Price \$1.50.

### A GRAIN SHIPPING BOOK (FORM 14AA)

Sales, Shipments and Returns is designed to facilitate recording the essential facts regarding sales, shipments and returns on each sale of grain. Its use will save much time and book work. The pages are 10½x16½ inches, used double. The left-hand pages are ruled for information regarding Sales and Shipments; the right-hand pages for Returns.

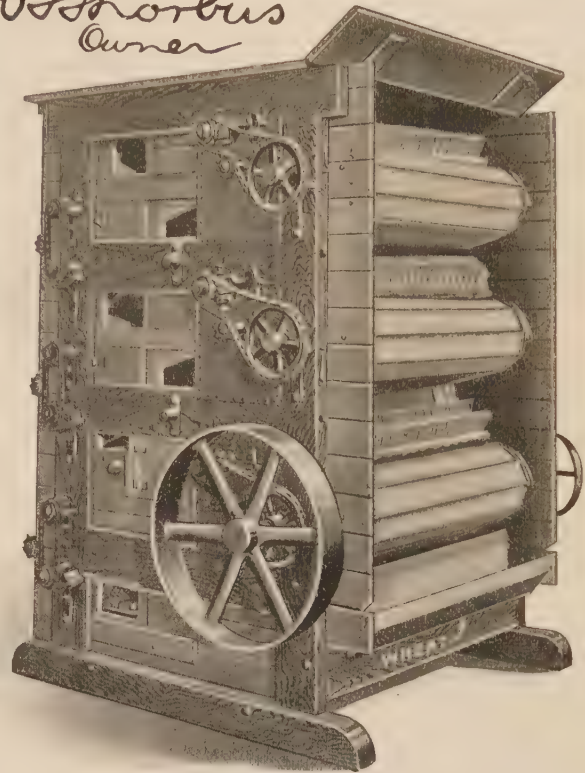
Under Sales the column headings are Date, Amount Sold, Price, Grain, Terms. Under Shipments are Date, Car Number and Initial, Our Weights in Bushels, Grade, Route, Rate. Under Returns are Destination, Grade, Difference, Bushels, Over, Short, Gross Proceeds, Freight, Over, Short, Commissions, Other Charges, Total Charges, Net Proceeds, Drafts, Remarks.

It contains 76 double pages, with room for records of 2,204 cars. It is well bound in heavy canvas with leather corners, and printed on heavy linen ledger paper. Price \$2.00.

## GRAIN DEALERS JOURNAL

315 So. La Salle St., Chicago, Ill.

*Just as sure as you are in the grain business, you are going to investigate the Richardson Separator & then you will give it a 30 day free trial. This is my prophecy for the year 1915—*  
B. J. Shorbus  
Owner



Oat Separators Having 48-in Wide Aprons

Catalog No.	Capacity	Floor Space	Height	Drive Pulley	Horse Power	Shipping Weight	List Price
4	160-250	4x6	6 ft. 10 in.	24x4	1½	2000	\$700 00
5	200-325	4x6	8 ft. in.	24x4	1¾	2400	840 00
6	240-375	4x6	9 ft. 6 in.	24x4	2¼	2800	1020 00
7	280-425	4x6	11 ft. in.	24x4	2¾	3200	1200 00

Have you from 20 to 24 square feet of floor space that you would like to convert into round dollars?

Our No. 3 oat from wheat separator takes up exactly 24 square feet of space, about the same as any other machine of equal capacity, but it will do work that no other machine will do.

It's as plain as the nose on your face that wheat and oats mixed brings but little money, but that pure wheat and pure oats bring a mighty good price. The Richardson will make absolute separations of any mixtures you may have. The Richardson is a power conserver, not a waster; it operates on ½ of a horse power.

You can't ignore the money making value of the Richardson much longer.

Your neighbor will own one soon and his grain will give you competition you can't beat. Send for catalog of this real grain separator and see why it does work your present equipment cannot perform.

Equipped with scalper at the top and seed screen below the lower apron, when desired, making it a very complete general purpose separator.

Richardson Grain Separator Co.

15 AVE. S. E. & N. P. TRACKS

Minneapolis,

Minnesota



## Elevator Machinery and Supplies

We carry a large stock and can fill orders promptly.

## Grain Cleaning Machinery

We handle a full line and can give you a machine for any kind of work you want to do.

## Roll Corrugating and Grinding

The best work—quick service.

Write us for Catalog and Prices on anything you need.

*The*  
**Strong-Scott Mfg. Co.**  
MINNEAPOLIS, MINN.

Northwestern Agents for

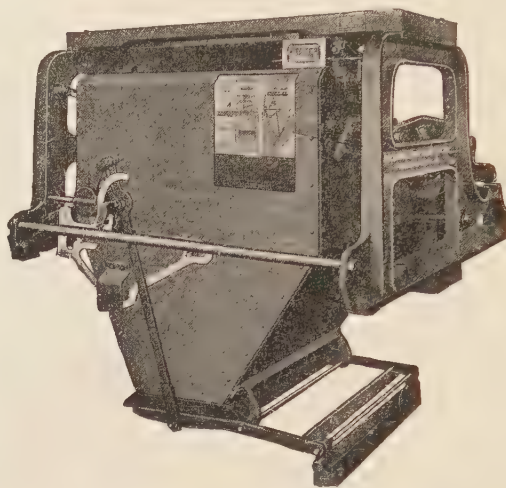
Invincible Grain Cleaners,  
Richardson Automatic Scales,  
Knickerbocker Dust Collectors

## Your Opportunity

is here. Now is the time to let the elevator man know you want his business. Advertise in the

**Grain Dealers Journal**

## REPLACE YOUR HOPPER SCALES WITH Richardson AUTOMATICS



*Not because they are inaccurate. But because it is impossible to find a man who never makes a mistake—because it is too difficult to keep them weighing accurately in a country elevator, the elevator settles and throws the scale out of level.*

## Richardson Automatic Scales

*don't need the attention of a man—they work automatically and they will weigh accurately when out of level. We have replaced numbers of hopper scales recently—good, bad and indifferent.*

*We have for sale now 500-bus. Hopper scale made by one of the leading Hopper scale makers, and in good condition, for \$50.00; also a 6-bus. Union Automatic Sacking Scale for \$70.00.*

*If you are interested, write quick.*

## Richardson Scale Company

1909 Republic Bldg., CHICAGO  
532 State Bank Bldg., OMAHA, NEB.  
BUFFALO, N. Y.

415 3rd St. South, MINNEAPOLIS  
818 N. Emporia St., WICHITA, KAN.  
PASSAIC, N. J.

DALLAS, TEXAS  
ATLANTA, GA.  
BRIDGEBERG, ONT.

## CERTIFICATE OF WEIGHT

FORM 88 is designed for making a certified statement of the weight of a car of grain and the condition of the car. It has spaces for Date, Car No., Initial, Date Loaded, Number of Pounds, Kind of Grain, Seal Record, Firm Name and Weigher. These forms are duplicating and are check bound, 75 originals and 75 duplicates in each book. The original forms are printed on bond paper and are machine perforated so that they will tear out readily. The duplicates remain in the book as permanent record. The certificates are numbered in duplicate. Size 8½x4½ inches. Price with four sheets of carbon paper, 75 cents.

GRAIN DEALERS JOURNAL, - -

315 So. La Salle Street, Chicago, Ill.

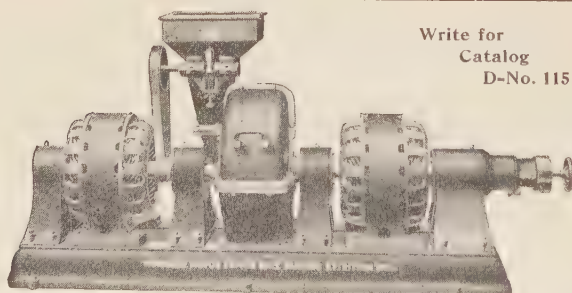
## The MONARCH BALL-BEARING ATTRITION MILL

Has, by Successive Forward Steps, Reached a Point Where it Can Safely be Said That It Is

## A Mill of Unrivaed Mechanical Perfection

Every Possible Form of Design for the Saving of Time, Labor and Material has Been Incorporated in the Construction of This Satisfactory Feed Grinder.

It Requires No Tramming, the Ground Product is Always Uniform, It Saves Power, Amounting Under Varying Conditions to from 25 to 50% and 95% of the Cost of Lubrication, Compared with a Journal Bearing Mill.



Write for  
Catalog  
D-No. 115

Belt Driven if Preferred

## SPROUT, WALDRON & Co.

### MILL BUILDERS & FURNISHERS

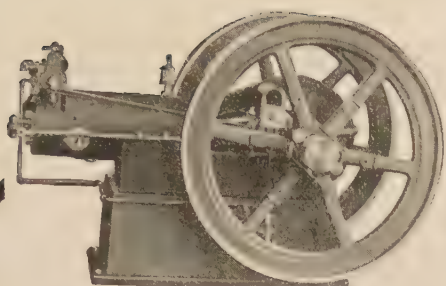
"The Monarch Line"

MAIN OFFICE AND WORKS

Chicago Office  
No. 9 S. Clinton St.

MUNCY, PA.  
P. O. BOX No. 26





## Buying An Asset or a Liability?

Are you interested in operating engines that are producers or reducers of earning power and profits?

## Lauson Kerosene Engines

are the producer kind. They work constantly, faithfully and economically. They are built like they ought to be, many drop forgings, wearing parts case hardened and ground to size. Built in sizes from 2 to 100 H. P.

The Lauson is simplicity—itself. For your own information investigate—get our illustrated catalog.

**The John Lauson Mfg. Co.**

65 Monroe Street,  
New Holstein, Wis.

## SET OF BOOKS for Grain Dealers

Form 380 Record of Wagon Loads Bought } **PRICE, \$3.00**  
Form 385 Record of Car Loads Shipped }  
GRAIN DEALERS JOURNAL, 315 So. La Salle St., Chicago

## GRAIN SHIPPING LEDGER

### FORM 24

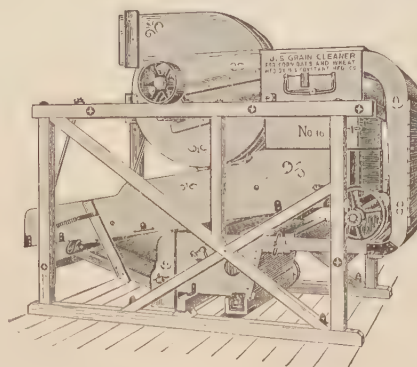
An indexed shipping ledger for keeping a perfect record of the shipments of 5,000 cars. A page is given to each firm to whom you ship and name indexed. The pages are 10½x15½ inches, used double.

Across top of left hand page is printed "Shipments To....." the column headings on this page are: Date Shipped; No.; Car Initial; Car No.; Kind of Grain; Grade, Bushels or Weight; Price; Am't. of Draft; Remarks. The right hand page is ruled with column headings as follows: Date Returned; No. Bushels Returned; Grade; Date Sold; Price; Freight Paid; Other Charges; Total Charges; Over Charges; Net Proceeds; Balance. Above the date column on each page are the figures "190.." In the column headed "No." on each page is a column of figures running consecutively from 1 to 50, thus numbering the lines on each page for quickly following record across the double pages.

The book contains 100 double pages. The best linen ledger paper is used. The regular ledger index in front will accommodate all names necessary. The book is tight bound in heavy cloth covers with leather back and corners. Price, \$2.50.

**GRAIN DEALERS JOURNAL**  
La Salle Street, Chicago, Illinois

## THE U. S. GRAIN CLEANER



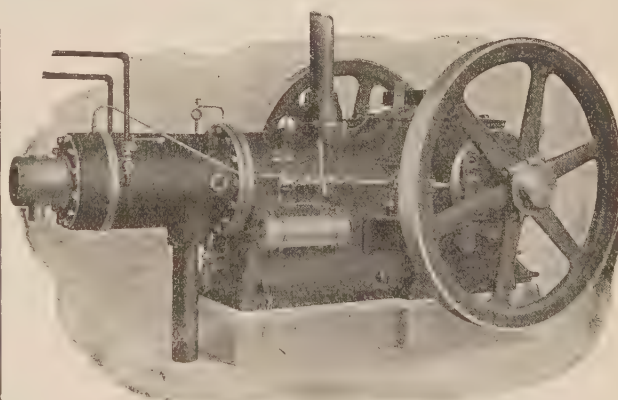
### Meets Every Need

Low cupolas or high cupolas. Small or large capacities. Has all the features you want; well made and prices are reasonable.

Our Improved U. S. Corn Sheller, Safety Wagon Dumps, Safety Ball Bearing Manlift, B. S. C. Chain Feeders and Conveyors are always money savers.

Get our prices on complete equipment.

**B. S. CONSTANT MFG. CO., Bloomington, Ill.**



Type "C" Special Heavy Duty.

## SPECIAL HEAVY DUTY MUNCIE OIL ENGINES

have water cooled journals, self starters, mechanical oiler. In simplicity and symmetrical outlines they have no equal. Carburetors, electric ignitors and valve gears left out. Starts and operates on crude or fuel oil. As steady as steam and dependable as the Sun.

You are paying for a MUNCIE every time you purchase fuel, so why not have one? 10 to 200 H. P.

Write for catalog; it tells all about them.

**MUNCIE OIL ENGINE CO.**

54 Ohio Street

MUNCIE, IND., U. S. A.





## SUCCESS SAFETY MAN LIFT

ATTENTION,  
ELEVATOR CONTRACTORS!  
Write us for our Special  
Proposition for 1913

DO IT NOW

**HASTINGS**  
Foundry & Iron Works  
HASTINGS NEBR.



Live weevil plus a little Fuma equals  
dead ones every time.

Fumigate Your Elevators and Mills with  
**FUMA**

The only satisfactory method of treating grain  
in the bin, kills all insects, weevils, moths, etc.  
10c. per lb., in 50 lb. and 100 lb. drums.

Send for printed matter.

**EDWARD R. TAYLOR**  
Manufacturing Chemist PENN YAN, N. Y.

## TYDEN CAR SEALS Applied by Shippers PREVENT CLAIM LOSSES

Each seal bears your  
name and a consecutive  
number.

Thousands of shippers  
use them.

Write for Samples and Prices  
**INTERNATIONAL SEAL & LOCK CO**  
Chas. J. Webb, Gen'l Sales Agent  
617 Railway Exchange Bldg., CHICAGO, ILL.



## The Van Ness Safety Roller Bearing Manlift

Is built for service. Made from Selected  
White Birch, has direct acting springs,  
double safety device that will not fail,  
runs easy, unnecessary to bolt or lock  
it while not in use.  
Has wire cable and cotton hand line.  
Sold on 30 days' trial. Write for cir-  
culars and prices.

Manufactured and for sale by

**R. M. Van Ness  
Construction Company**  
404-406 State Bank Bldg.,  
OMAHA, NEB.

Branch Offices at  
Fairbury, Neb. and Lincoln, Neb.



## Any Weight

of grain up to 100,000 pounds  
is reduced to bushels by Clark's  
Decimal Grain Values, which  
also shows the value of any  
number of pounds in dollars and  
cents. Price \$5.00.

**Grain Dealers Journal**  
CHICAGO - ILLINOIS

## YOUR DESIGNER IS OBLIGED

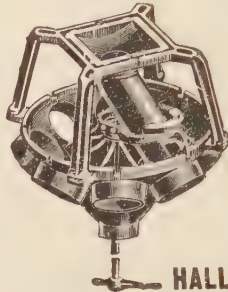
to equip your elevator with cups, belt and leg, DOUBLE the size necessary, be-  
cause he knows you can't run the cups over half full in the average Leg. They will  
choke if you do.

All this equipment could be half the size, and the cups run heaping full all the  
time by using a

## HALL SPECIAL Elevator Leg

and do the work quicker and better. Sent free on trial. Capacity guaranteed,  
and proved before you accept.

Catalogues illustrate it all. Send for them.



## HALL SIGNALING DISTRIBUTOR

This simple, unique device, with only two moving parts,  
has saved its various owners in ten years

## OVER A MILLION DOLLARS

Each is as good today as when bought, and will be  
for future generations.

It's an economic gem.

**HALL DISTRIBUTOR CO., 222 Ramge Bldg., Omaha, Nebr.**

## Car Order Blanks

### FORM 222 C. O.

So many grain ship-  
pers are experienc-  
ing difficulty in ob-  
taining cars, many  
are now keeping a  
carbon copy of each  
order for cars, in  
order to keep an  
accurate record of  
their efforts to ob-  
tain cars, to facili-  
tate proving delay  
by railroad com-  
pany and to encour-  
age railroad agents  
to heed shippers'  
needs. Car order  
blanks are put up  
in books of fifty,  
with machine per-  
forations, so that  
order can be torn  
out and sent to  
carrier's agent and  
carbon copy be re-  
tained in book. Fifty  
orders and 50 dupli-  
cates in each book.  
Price, 50 cts.

**Grain Dealers  
Journal,**  
315 So. La Salle St.  
CHICAGO, ILL.

## TONS to Dollars and Cents

Shows at a glance the cost of any number of  
pounds of coal or hay at any price per ton from \$1.00, \$1.25, \$1.75, \$2.00 and  
so on to \$14.00. Well printed on good paper, and bound in cloth; marginal  
index. Size 4 1/2 x 8 1/2 inches, 110 pages. Price \$1.00.

**GRAIN DEALERS JOURNAL, La Salle St., CHICAGO, ILL.**

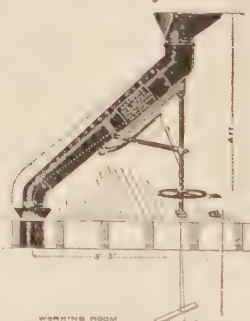
## GERBER PRODUCTS

### HAVE NO EQUAL—

### The Patent Flexible Chain Telescope Car Loading Spout

is the best, yet cheapest, as it will  
outwear two ordinary flexible  
spouts. Made of metal almost  
equal to saw blade.

Note swivel joint at S.



### Improved Distributing Spouts

will absolutely prevent the mixing  
of grain. The best of material and  
workmanship have given them a  
world-wide reputation.

Don't accept those "almost as good."  
For satisfaction, get the genuine, made by

**J. J. GERBER**  
MINNEAPOLIS, MINNESOTA

## RAILROAD CLAIMS BOOK

is designed to facilitate the making of claims against railroads and keeping a com-  
plete record of claims filed. Form 411-5 contains 100 originals and 100 duplicates of  
five different forms, arranged so that a carbon copy can be kept of each claim, as follows:

- 60 Copies—Form A. Loss of weight in transit.
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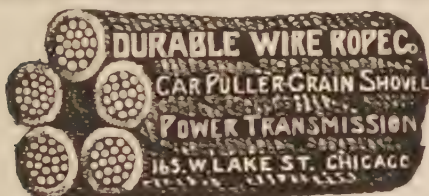
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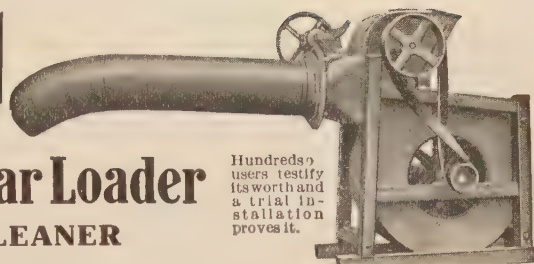
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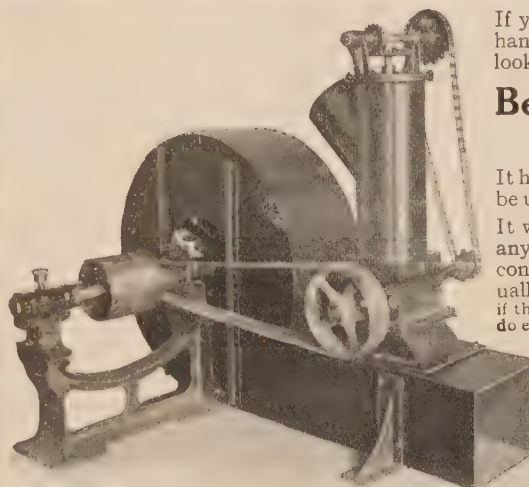
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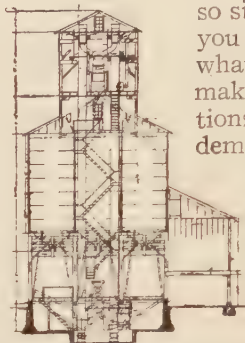
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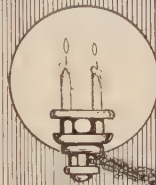
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100	3.125	3.333	3.571	3.846	4.167	4.545	4.960	5.417	5.926	6.488	7.105	7.778	8.511	9.306	10.163	11.083	12.063	13.103
200	6.250	6.667	7.143	7.692	8.333	9.091	9.920	10.833	11.852	12.976	14.211	15.556	17.022	18.612	20.326	22.167	24.126	26.206
300	9.375	10.000	10.714	11.538	12.500	13.636	14.880	16.250	17.778	19.464	21.317	23.333	25.533	27.918	30.489	33.250	36.188	39.306
400	12.500	13.333	14.286	15.385	16.667	18.182	19.840	21.667	23.667	25.952	28.422	31.111	34.022	37.167	40.556	44.167	48.000	52.063
500	15.625	16.667	17.857	19.231	20.833	22.727	24.800	27.083	29.667	32.444	35.417	38.611	42.022	45.667	49.556	53.667	58.000	62.563
600	18.750	20.000	21.429	23.077	24.999	27.273	29.760	32.500	35.556	38.889	42.444	46.222	50.222	54.444	58.889	63.556	68.444	73.556
700	21.875	23.333	25.000	26.846	28.967	31.429	34.286	37.500	41.000	44.778	48.833	53.167	57.778	62.667	67.833	73.250	78.917	84.833
800	25.000	26.667	28.571	30.769	33.333	36.364	39.840	43.750	48.000	52.593	57.444	62.556	67.917	73.556	79.444	85.556	91.917	98.500
900	28.125	30.000	32.143	34.615	37.500	40.909	44.800	49.167	53.967	59.091	64.444	70.111	76.111	82.444	89.056	95.917	103.000	110.333
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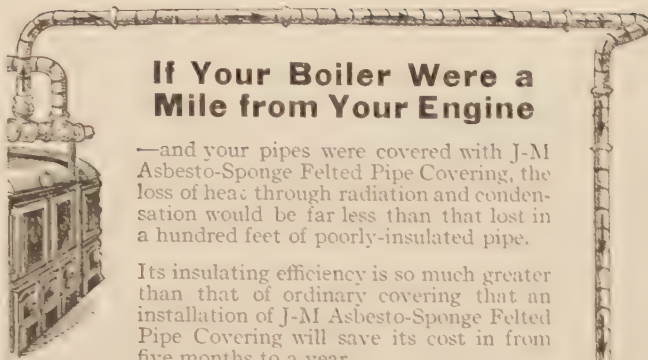
**AMERICAN SEED TRADE ASSN.'S CODE**, well bound in either flexible or hard cloth covers, 124 pages. Price, \$2.00.

**YOUR NAME** in gilt letters stamped on front cover on any of the above books for 25 cents extra.

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**GRAIN DEALERS JOURNAL**

La Salle Street, Chicago, Ill.



**If Your Boiler Were a Mile from Your Engine**

—and your pipes were covered with J-M Asbesto-Sponge Felted Pipe Covering, the loss of heat through radiation and condensation would be far less than that lost in a hundred feet of poorly-insulated pipe.

Its insulating efficiency is so much greater than that of ordinary covering that an installation of J-M Asbesto-Sponge Felted Pipe Covering will save its cost in from five months to a year.

## JM Asbesto-Sponge Felted Pipe Covering

is made of many layers of thin felt, composed of pure asbestos fibre and finely ground sponge. It is extremely tough and flexible, so that vibration, moisture, heat and rough usage will not cause it to crack, crumble or lose its insulating efficiency. It can be repeatedly taken off and replaced without injury.

Its high insulating value is due to the large amount of confined "dead air"—the best non-conductor known.

Write nearest branch today for interesting booklet.

### H. W. JOHNS-MANVILLE CO.



2801 THE CANADIAN H. W. JOHNS-MANVILLE CO., LTD  
Toronto Montreal Winnipeg Vancouver

Atlanta Denver Memphis Philadelphia  
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Cincinnati Los Angeles New York San Francisco  
Cleveland Louisville Omaha Seattle  
Columbus Toledo

# U MAY

find a grain elevator to your liking in the "Elevators for Sale" columns of the Grain Dealers Journal, Chicago, Ill.; but, if you do not, you can surely find what you want by telling our readers your wishes thru our "Elevators Wanted" columns and thereby learn of some rare bargains which are not now advertised.



**Business Is Good! Better Than Ever!**

International Feed sales are growing—growing—growing! International dealers never complain of dull trade—the line repeats too surely and steadily. Last season's advertising campaign was a big success—bigger than we hoped for. So we have increased our advertising appropriation by several thousands of dollars. And we are going after feed buyers this season stronger than ever.

## International Feeds

Although we are spending thousands of dollars in advertising in farm papers, our selling expense per ton of feed has been cut down considerably. Our advertising has brought immense sales. And big volume means reduced overhead and sales expense. This puts us in a position to offer the trade a better feed for the money than our competitors—this we know. And judging from the enthusiastic letters we receive daily from our dealers, they know it, too. Advertising, the strongest force in the business world today—used as we use it—means a big success for every International dealer. Remember that every dollar we spend in advertising means more business for our dealers.

**Hitch Up With Us Now!**

Tomorrow means nothing to the man who believes in making hay while the sun shines. Today's the day to write and find out why the International line of eight good feeds is the line that means big, quick profits to you. Use the coupon. Act!

**International Sugar Feed Co.**  
Dept. PA, Minneapolis, Minn.

Mills at  
Minneapolis and  
Memphis

**This Brings the Facts!**

**International Sugar Feed Co.**  
Dept. PA, Minneapolis, Minn.

Please tell me why the International Feed line can be made a good profit-bringer for me.

Name.....

Address.....

(39)



# Wanted and For Sale

The rate for advertisements in this department is 20 cents per type line each insertion

## ELEVATORS FOR SALE.

**KANSAS**—25,000-bu. elevator in Marshall County for sale. For information address John McClune, Summerfield, Kan.

**SOUTHEAST NEBRASKA**—Elvtr. in good grain territory for sale. Address L. W. S., Box 11, Grain Dealers Journal, Chicago, Ill.

**WISCONSIN**—20,000 bu. cap. elevator for sale; modern; all necessary mchry. Address E. Hauterbrook, 1272 E. Walnut St., Green Bay, Wis., for particulars.

**ILLINOIS, INDIANA, OHIO.** I have a large list of elvtrs. and lumber yards in the above states for sale and trade. Information confidential. C. A. Burks, 323-4-5 Citizens Bank Bldg., Decatur, Ill.

**OHIO**—Elevator for sale; modern up-to-date. Best grain and seed territory. 15,000 bu., capacity. Good business. Attractive price for quick sale. Address O. K., Box 10, Grain Dealers Journal, Chicago, Ill.

**ILLINOIS**—Grain and Coal business; modern elevator, handles 200,000 bu. grain; sell 1,500 tons coal annually. A good business and a good town to live in. Address S. P., Box 11, Grain Dealers Journal, Chicago, Ill.

**MONTANA**—The best elevator proposition in the state of Montana for sale. New, 20,000 bu. cribbed house, modern in every way. Feed Mill in connection. Price \$5,500.00. Address Rain, Box 9, Grain Dealers Journal, Chicago, Ill.

**IF YOU** want to come to Colorado and make some money in the Grain business we have the elevator, the location and the business and if interested we can convince you. Address Cash, Box 10, Grain Dealers Journal, Chicago, Ill.

**ILLINOIS** elevator for sale; within 100 mi. of Chicago, 75,000 bu. cap., very modern and nearly new. Station handles 1,000,000 bu. annually. One good competitor. Good thrifty town of about 600 pop. Address James M. Maguire, Campus, Ill.

**CENTRAL OHIO** elevator for sale or exchange, 17,000-bu. cap., 1½ acres land. Handles coal, cement, feed, posts. No opposition, snap for good man. Price \$4,500. Don't answer unless you mean business. Address Town, Box 6, Grain Dealers Journal, Chicago, Ills.

**CENTRAL ILLINOIS.** New strictly up-to-date 60,000 bu. elevator for sale. Business established 50 yrs. Handle 300,000 yearly with \$5,000 net profits. Coal and Feed side-line. Fine out-lay in town of 1,500 pop. No trades. Terms to suit. Elegant bargain. Be quick. Address Mars, Box 12, Grain Dealers Journal, Chicago, Ill.

**SOUTHWESTERN IOWA** cribbed elevator for sale; 8,000 capacity, equipped with 8 H. coal oil engine, Fairbanks Hopper Scale. Feed Mill and feed room. 90,000 bu. annually. No competition. Good reason for selling. Don't answer unless you mean business. Address G. H. F., Box 12, Grain Dealers Journal, Chicago, Ill.

**NORTHERN ILLINOIS** elevator with grain and feed business in a good town of 1,000 people; good schools and churches. On a main line of a good railroad. About 80 miles from Chicago; good competition. Elevator capacity 30,000; gasoline power; annual business about \$200,000 or better. This is a nice plant all in good repair; good office and feed shed. Address Plan, Box 11, Grain Dealers Journal, Chicago, Ill.

## ELEVATORS FOR SALE.

**GOOD KANSAS** grain elevator for sale, cheap, at Sharon, Barber County. Address F. P. Hawthorne, McPherson, Kans.

**OKLAHOMA**—20,000 bus. cap. elevator in grain center for sale; also 700 ton hay barn. Address Newcomer, Adair, Okla.

**CHAMPAIGN CO. OHIO**—Country elevator 6M bu. capacity, on Big 4 Ry. Coal business in connection. No competition. Address Kerns, Box 4, Grain Dealers Journal, Chicago, Ill.

**N. W. OHIO** elevator for rent or sale; best oats and corn section. Only elevator at station. Owner cannot be with it. Address Stanley, Box 2, Grain Dealers Journal, Chicago, Ill.

**RIVERSIDE** Elevator and Warehouses, Memphis, Tenn., between the Frisco and I. C. tracks; near business center and all freight depots; capacity 300 cars. Webb & Maury, Memphis, Tenn.

**ELEVATOR IN CENTRAL INDIANA** with 2 acres of land and residence, for sale. Has metal sides and roof, cribbed bins, sheller and cleaner, feed grinder, motor power. In good grain belt; handle a number of side lines. Easy terms. A bargain if taken soon. Address Indiana, Box 2, Grain Dealers Journal, Chicago, Ill.

**ILLINOIS**—Two cribbed elevators with hopper bottoms, for sale; located in good grain territory 3 mi. apart. 70,000 and 6,000 bu. capacity. No competition at either point. Handles 250,000 bu. annually. All proposition. Good coal and feed business in connection. For particulars address H. E. Jewell, Magnolia, Ill.

**BLACKWELL, OKLA.**, elevator for sale. 25,000 bu. capacity, equipped with corn sheller and cleaner; wheat cleaner and clipper; 200 bu. hopper scales; three stands of elevators; gas engine. Located in the best farming section of Okla., with 60% of a bumper wheat crop yet in farmer's hands. Will sell at a bargain, as it is located too far from us. Address J. M. Moberly & Sons, Gays, Ill.

**OHIO**—Electric Elevator for Sale in Putnam Co., Ohio; has retail flour feed and coal business that will average better than \$100.00 daily; will ship one to one hundred twenty-five thousand bu. grain yearly; residence goes with elevator property; good town of 2500 people. Will take about \$14,000 to handle the proposition. Do not answer this ad unless you are in a position to talk business. Address H. B., Box 11, Grain Dealers Journal, Chicago, Ill.

**ILLINOIS**—2 elvtrs. for sale; different territories. One on north side of town. Other south side. 1 mi. apart. Each cribbed and rodded; splendid shape. Town handles from 1,000,000 to 1,200,000 bu. per yr. Our houses run from 350,000 to 400,000 bu. per yr. 6 rom. dwelling house, lot; bargain. Can be cleared and bettered in three yrs., besides living. Have other matters to look after. Will sell separately if desired. Address Harrison Bros., Dwight, Ill., for particulars.

**NORTHERN INDIANA** — Elevator for sale. On Erie R. R. Only one in town; nearest competitor five to eight miles; capacity 12,000; gasoline power; frame house in good condition; good grain section; handle many side lines; small town; two churches and high school. Am taking over other business Jan. 1st and can't take care of elvtr. If taken by that time \$5,000 takes it; this is worth while to investigate. Don't answer unless you mean business. Address J. L. H., Box 11, Grain Dealers Journal, Chicago, Ill.

## ELEVATORS FOR SALE

**CENTRAL INDIANA**—New Modern elevator with good flour, feed and coal trade as well as grain, electric power and lights, fine grain country, good crops, on two railroads, private ground and switch, will sell cheap if taken soon. Address Lee, Box 12, Grain Dealers Journal, Chicago, Ill.

## ELEVATORS WANTED.

**480 ACRES** fine land 27 mi. South of Akron, Colorado, price \$15.00 per acre. Not broken. Also large garage; price \$15,000. Will trade one or both for one or more good elevators. Address Chat, Box 12, Grain Dealers Journal, Chicago, Ill.

**WANTED TO BUY**—An elevator handling from 250,000 to 400,000 bu. annually with coal as a side line, conveniently located about 10 miles of a town of about 10,000 inhabitants in Corn and Oats belt of Illinois or Iowa. Address E, Box 10, Grain Dealers Journal, Chicago, Ill.

## BROKERAGE ACCOUNTS WANTED

I AM desirous of securing corn and oats on a brokerage basis for New Orleans. Address Poydras, Box 12, Grain Dealers Journal, Chicago, Ill.

## ELEVATOR BROKERS.

**C. A. BURKS**—Elevator broker, Decatur, Ill., has sold more elevators than any other man in the U. S.

**SELLERS** list your elevators and buyers buy your elevators thru John A. Rice. Frankfort, Ind.—Reliable Broker 10 years.

**IN THE HEART OF THE CORN BELT**—List your elevators with me. Write me your wants. Terms or cash. T. F. Grady, Farmer City, Ill.

**IOWA BROKERAGE CO.**, Des Moines, Ia., has large list of elevators for sale. Prospective buyers in Iowa will be given full particulars, on request.

**ELEVATORS** for sale from \$3,000 to \$25,000. Let me know how much you wish to invest in a plant and I will try and satisfy you. Have a nice line to select from and good, honest propositions that are money makers. Address James M. Maguire, Campus, Ill.

**CASH FOR YOUR ELEVATOR**, mill, business or property. I bring buyers and sellers together. No matter where located, if you want to buy, sell or trade, write me Established 1881. John B. Wright, successor to Frank P. Cleveland, Mill and Real Estate Broker, 5951 Adams Express Building, Chicago, Ill.

## MILLS FOR SALE.

**MINNESOTA**—Small flour and feed mill; first class elvtr. for sale. 4 R. R.'s. Good farming country; prosperous town. Box 65, Minneapolis, Minn.

**WISCONSIN** mill and feed warehouse for sale; up-to-date. Will accept Wisconsin land as part payment. Price reasonable. Ill health of owner reason for selling. Monroe Model Mill, Monroe, Wis.

**TENNESSEE**—Wanted to sell cheap, 65 bbl. flour roller corn mill at junction of 3 railroads. Side track at door; fine location. Town of 1,000 inhabitants. Mill and house electric lighted. Apply at once. Box 124, Bullsgap, Tenn.



## BUSINESS OPPORTUNITIES.

**FEED, FLOUR, SEED, HAY STORE**—City of 9,000, little competition; stock \$5,660. Terms and trial given. Investigate. Address Feed, Box 11, Grain Dealers Journal, Chicago, Ill.

**WHATEVER** your business may be, it will find a ready market if advertised in the "Business Opportunities" column of the Grain Dealers Journal, Chicago, Ill. 6,100 grain men look to these columns twice a month for real opportunities.

**SENECA FALLS, N. Y.**, is surrounded by a good agricultural district, producing grain, hay straw, beans, apples and potatoes. We have no elevator, but feel confident that any man who understands this business could make a success of it here from the start. Address W. C. Hollister, Secy. Chamber of Commerce.

**MICHIGAN**—Feed and coal plant on the M. C. R. R. for sale; 13 miles from Detroit. Mill 30x48, 3 stories and basement. 50 H.P. boiler, 35 H.P. engine, corn sheller, cob crusher, wheat cleaner, small buckwheat mill, 3 scales, sheds for 200 ton of coal and a half acre of land. All nearly new. Receipt \$15,000 annually and can be increased. Price \$4,500.00. \$2,500.00 cash down. Address John H. Wilson & Son, Warren, Mich.

## PARTNERS WANTED.

**PARTNER WANTED** with \$10,000 to invest in business and manage same. Wholesale flour and feed. Volume \$150,000 yearly. Address L. J. R., Box 12, Grain Dealers Journal, Chicago, Ill.

**PARTNER WANTED** with \$75,000 to take half interest in a line of twenty-five elevators, located in good grain territory and doing good business. Address D, Box 11, Grain Dealers Journal, Chicago, Ill.

**PARTNER WANTED** with \$2,500.00 to take half interest in modern Feed Mill in town of 40,000; fine proposition. Prefer man that can take managing end. Address Roland, Box 10, Grain Dealers Journal, Chicago, Ill.

## HELP WANTED.

**TRAVELING SOLICITOR** who has acquaintance in Western Iowa and Nebr. can get desirable position if he will give satisfactory references to L. N. E., Box 12, Grain Dealers Journal, Chicago, Ill.

**WANTED** first class salesman, experienced in designing and selling grain elevator machinery equipments, power transmission, elevating and conveying machinery. State experience, reference and salary. Excellent opportunity for right man. Address Reliable, Box 12, Grain Dealers Journal, Chicago, Ill.

## MACHINES WANTED.

**WANTED**—Two large elevator separators, Monitor, Invincible or Eureka preferred. State age, size number, condition, price and location. C. D. Stephens, Engineer, 1014 Webster Bldg., Chicago, Ill.

## DYNAMOS—MOTORS

**WE HAVE** the largest stock of second-hand electric motors and generators in America and buy and sell, rent, exchange and repair electrical machinery of all kinds. Send for our "Monthly Bargain Sheet," showing complete stock with net prices. All machines guaranteed in good order.



### MOTORS FOR SALE.

75 H.P. General Electric A.C. 3 phase.  
50 H.P. General Electric A.C. 3 phase.  
25 H.P. Westinghouse A.C. 3 phase.  
15 H.P. General Electric A.C. 3 phase.  
10 H.P. General Electric A.C. 3 phase.  
5 H.P. Kimble Electric A.C. 3 phase.  
Send for prices. All motors guaranteed and sent on approval to responsible parties.  
Northwestern Electric Company,  
611-15 W. Adams St., Chicago, Ill.

## SITUATIONS WANTED.

**MANAGER** wants position; 13 years experience. Address J. A. E. Box 12, Grain Dealers Journal, Chicago, Ill.

**EXPERT SEEDSMAN** wants position as mgr., buyer or salesman. Address Tim Box 12, Grain Dealers Journal, Chicago, Ill.

**WILLING WORKER** wants position as ass't in elvtr. Ambitious; good references. Address Warn, Box 12, Grain Dealers Journal, Chicago, Ill.

**EXPERIENCED** grain man wants position. Able to give satisfaction to the most exacting firm. References and bond, furnished. E. F., 2317 Indiana Avenue, Chicago, Ill.

**MANAGER** wants position with elevator or coal yard; three years experience. Address Com. Box 12, Grain Dealers Journal, Chicago, Ill.

**GRAIN BUYER**—Wants position; now employed but will change Jan. 1st. References. Desire place in Ia., Minn. or Dak. J. R. Clough, Carlyle, S. Dak.

**GRAIN & LUMBERMAN** wants position as Manager. 15 yrs. experience. Country station preferred. Address Lay, Box 12, Grain Dealers Journal, Chicago, Ill.

**EXPERIENCED** party wants position buying from country trade. Would consider road. Address "L," Box 11, Grain Dealers Journal, Chicago, Ill.

**ELEVATOR MAN**—Wants position as foreman in steam or gasoline plant; best of references. Address Chas., Box 9, Grain Dealers Journal, Chicago, Ill.

**MANAGER** or assistant in grain elevator. Have had eight years' experience. Am a good judge of grain and seed. Can keep books and give bond. Would come at once. Address Everett W. Cox, Springfield, O., Gen. Del.

**POSITION WANTED** by experienced grain buyer and seller with mill or elevator in small town; either Mo., Ia., Kans. or Okla. Can handle Oats, Corn, Wheat, Kafir, Milo Maize or Feterita. All kinds of mill feeds. Expert rate man and acc't. Write List Box 12, Grain Dealers Journal, Chicago, Ill.

**MANAGER**—Position wanted as manager of elevator or lumber yard, have had 15 years' experience in lumber and 8 years in elevator; can handle gas or steam engines; can give good references; have also experience in repair work. Address Joe, Box 3, Grain Dealers Journal, Chicago, Ill.

**MANAGER OR ASSISTANT** in grain elevator. Have had six years experience in buying and selling grain, coal and feed. Can keep books. Have operated all kinds of elevator and feed mill machinery. Can give references and bond. Can come at once. Address Logg, Box 10, Grain Dealers Journal, Chicago, Ill.

## FLOUR FOR SALE.

**MIXED CARS** of flour and mill feeds in 100-pound sacks are our specialties. Would like to send you a trial to convince you of the superiority of our products. Ansted & Burk Co., Springfield, O.

## MACHINES FOR SALE.

**FOR SALE**—1 No. 2 Cornwall Corn Cleaner. 1 No. 1 F Marseilles Sheller. Practically new. Has not handled to exceed 10,000 bu. John Hill, Taylorsville, Ind.

### MACHINERY BARGAINS.

1 Steam Condenser .....	\$30.00
1 Grain Spout complete .....	4.00
1 large bell .....	20.00
10 Belt Tighteners, each .....	5.00
300 Salem-cups, 6x16, each .....	.12
50 " " 6x18 " .....	.12
600 Empire Buckets, 5x16 .....	.06
150 " " 6x18 .....	.06
1 26" 3 ply 125 ft. Conveyor Belt ..	50.00

All of the above are in good condition and snaps at the prices offered.  
La Crosse Wrecking & Lumber Co.,  
La Crosse, Wisconsin.

## MACHINES FOR SALE.

**FOR SALE**—One size "00" Victor Corn Sheller, \$25.00; One size "00" Little Victor Corn Cleaner, \$40.00; both for \$60.00, all in good condition. One Ohio Power Cleaner No. 26, \$25.00. One 30 H.P. Brownell Steam Engine, \$75.00. Four foot grate bars 75c cwt. About 70 running feet two and one-half inch steam pipe, tees, els, couplings, globe valve, safety valve, etc., very cheap. All prices F. O. B. Shenandoah, Iowa. Address J. B. Armstrong & Son, Shenandoah, Iowa.

### Are You Looking for Real Bargains?

In Single or Double-head Attrition Mills, Any Size, Style or Make at Your Price. 16" to 36" Monarch's, Foss's, Unique's American's, Halsted's, Robinson's from \$90 to \$225 ea. in remodeled form, much less when purchased not remodeled. All remodeled machines guaranteed to be in as near new a condition as can be made. Also a full line of Reels, Roller Feed Mills, Shellers, Burr Mills, Crushers, Corn Crackers, etc. Write for catalogs today whether you want new or second-hand machinery or supplies.

George J. Noth,

No. 9 South Clinton Street, Chicago, Ill

## FLOUR MILL, FEED MILL AND ELEVATOR MACHINERY AND SUPPLIES.

The largest Stock of Overhauled and reconstructed Machinery in the World.

**Roller Feed Mills:** 9x18 and 9x24 Noye, 9x24 Northway, 9x24 Dawson, 9x18, 9x24 and 9x30 Allis, three pair high; and 9x18 Maish; 9x18 Wolf; 9x18 Hutchison; 9x30 Acme; 9x24 and 9x30 Allis, two pair high; two No. 2 Willford Three Roller Mills, and many others listed in our Bargain Book.

Write for one—Mailed on request.

**Bowsher Combination Crushers and Grinders:** No. 4 (12 to 30 bu.), No. 8 (20 to 60 bu.), No. 9 (30 to 125 bu.), No. 10 (40 to 175 bu.).

**Corn and Cob Crushers:** All sizes and makes.

**Attrition Feed Grinding Mills:** 18 inch Halstead; 18 inch Robinson; 20, 24 and 30 inch "Monarch"; 30 inch "American"; 16, 19 and 24 inch Foss; 24 inch "Unique." Two 18 inch American Special Single Disc Mills.

**Single and Double Roller Mills:** All Sizes and Makes.

**Separators, Oat Clippers, Scourers, Dust Collectors, and Everything for Flour Mills, Feed Mills and Elevators.**

**Elevator Belts with Buckets Attached, at Extremely Low Prices**—in either Cotton, Rubber or Canvas.

Address Dept. Q for "Gump's Bargain" Book, giving complete list of all Machinery, Belting, Pulleys, Shaftings, Elevator Belting, Buckets, etc., with Net Prices. Mailed Free on Request.

We can save you money.

Est. 1872. Inc. 1901.

B. F. GUMP CO.,  
431-437 So. Clinton St.

Chicago, Illinois.

## ENGINES FOR SALE.

**ENGINES**—Hundreds of sizes and styles in automobile, marine and stationary gasoline engines. State your power needs. Badger Motor Company, Dept. G, Milwaukee.

**FOR SALE CHEAP**—1 Atlas Boiler, 25 H.P., 1 Atlas Engine, stationery, 20 H.P., 1 Eureka Cleaner. The Burnettville Elvtr. Co., Burnett's Creek, Ind.

**FOR SALE**—1 18 H.P. Fuller & Johnson engine, installed new about a year ago and used very little. Bargain. Address Gilchrist & Co., Lawler, Iowa.

### GASOLINE ENGINES FOR SALE.

44 H. P. Fairbanks-Morse.  
25 H. P. Columbus.  
25 H. P. Fairbanks-Morse.  
22 H. P. Fairbanks-Morse.  
15 H. P. Fairbanks-Morse.  
12 H. P. Fairbanks-Morse.  
6 H. P. Fairbanks-Morse.  
4 H. P. Fairbanks-Morse.  
Also fifty engines of varied sizes and all makes. Address A. H. McDonald, 547 W. Monroe St., Chicago, Ill.



## SEEDS FOR SALE—WANTED

## RECEIVERS' SALE.

The Undersigned Receivers will sell at Public Auction all of the property of the Malvern Grain & Milling Co. of Malvern, Ia., on January 11th, at two o'clock, at Malvern, Iowa.

This property consists of a three story frame building and four lots and flour house all in excellent condition, the same being remodeled and is as good as new. Also practically all the mch. for a 140 bbl. flour mill consisting of six stands of rolls, cleaners, dust collectors, pullies, shaftings, boxings and other articles too numerous to mention.

A large portion of this machinery is still crated and most of the same new except the rolls which are rebuilt. One new 100 H.P. General Electric Motor. The building and additions will be sold separate from the other property and terms of sale on building will be a cash payment of \$500.00 at time of sale and balance when such sale is approved by the court. The motor will also be sold separate from other property if bidders desire the same. The terms of sale will be cash or certified check. Parties desiring to send sealed bids on the same may do so under conditions stated above, but no sealed bids will be accepted on separate machines except the motor.

Said sale subject to the approval of court.

This property represents an expenditure of over \$14,000.00 in money and \$5,000.00 in unpaid obligations. Genung & Rinehart, Receivers, Malvern, Iowa.

## SECOND-HAND BAGS AND BURLAP.

BURLAP BAGS OF EVERY KIND FOR SALE; new or second-hand, plain or printed with your brand; Seamless Cotton Grain Bags; Sample Bags, Burlap, Cotton Sheet-ing, or Paper for Car Lining, etc. Wanted: second-hand bags, best prices paid. WM. ROSS & CO., 409 N. Peoria St., Chicago

## FEEDSTUFFS.

WANTED OIL MEAL. I would like to get in touch with some reliable firm which handles oil meal and mill feeds. O. McGinnis, Cowgill, Mo.

## BUILDING MATERIAL.

BUYERS ATTENTION—We are having a mid-summer clearing sale of doors, windows, mantles etc. at less than half our regular prices. Odd lots of No. 1 and No. 2 lumber at decided bargains. Short 2x4" to 2x12" @ \$7.00 per M. ft. Doors in frames ready to set \$1.00 up. Hot water boilers, furnaces and radiators. Come quick and get the snaps. Ruel Lumber & Wrecking Co., 7337 Stony Island Ave., Chicago, Ill.

## SCALES FOR SALE.

UNION AUTOMATIC SACKING SCALE for sale. Milwaukee Scale Co., Milwaukee, Wis.

AVERY AUTOMATIC GRAIN SCALE for sale; 20 bu. capacity. No further use for same. Write Cross, Box 12, Grain Dealers Journal, Chicago, Ill.

THE ILLINOIS SEED CO.  
CHICAGO, ILL.  
WE BUY AND SELL  
**FIELD SEEDS**  
Ask for Prices. Mail Samples for Bids.

If Your Business  
isn't worth advertising  
advertise it for sale.

## SEEDS WANTED.

CLOVER AND TIMOTHY SEED wanted. Mail samples and quote prices. Address Philadelphia Seed Co., Phila., Penna.

WE ARE in the market for Kaffir Corn and Millet in car lots. Prefer red varieties. McGreer Bros., Coburg, Ia.

LEWIS & CHAMBERS, Louisville, Ky., are buyers in season of Clover, Timothy, etc.

W. H. SUFFERN GRAIN CO., Decatur, Ill., want black or black mixed oats for seed. Send samples and prices your track.

FIELD SEEDS wanted. Red, Alsike, Mammoth, Timothy, Alfalfa and Soya. Send samples and prices to O. M. Scott & Son, 4 Main St., Marysville, Ohio.

THE OXLEY SEED CO., Gibson City, Ill., are in the market for Timothy and Clover Seed. Mail samples and quote prices.

WE ARE in need of New Crop Red and Mammoth Clover, Alsike, Alfalfa, Timothy, Orchard Grass, Blue Grass and Red Top. Peninsula Produce Exchange of Md., Pocomoke City, Md.

CLOVER SEEDS and clover tailings wanted. We make a specialty of Buckhorn lots. Mail fair average sample with lowest price. Address C. C. Norton's Sons, Greenfield, Ohio.

## INFORMATION BUREAU.

READERS DESIRING to learn by whom, or where any grain handling machine or device is made, can generally obtain it promptly by addressing Information Bureau, Grain Dealers Journal, Chicago, Ill.

## ADDRESS WANTED.

WANT ADDRESS of Pacific Seed Co. Address Lowe, Box 11, Grain Dealers Journal, Chicago, Ill.

L. Teweles Seed Co.  
Grass and Field Seeds

MILWAUKEE - - WISCONSIN

I. L. RADWANER  
NEW YORK CITY  
We import and export  
**GRASS SEEDS**

Have 10,000 Bu. CHICKEN FEED WHEAT on hand  
Wire or Write for Samples and Prices

## HUHN ELEVATOR COMPANY

Chamber of Commerce, MINNEAPOLIS, MINN.

## GRAIN WANTED.

WANTED—100 cars good dry Oats Straw and Packing Hay. Address C. T. HAMILTON, NEW CASTLE, PA.

GERMAN MILLET is our specialty. Can supply you with carlots or less. Samples on request. D. H. Clark, Galt, Mo.

## HAY AND GRAIN WANTED

Wheat, Corn, Oats, Hay, Straw, Milling Buckwheat, Bran, Middlings, Red Dog, Potatoes. C. T. HAMILTON, New Castle, Pa.

SCREENINGS of all kinds; salvage and damaged grain, off grade grain, miscellaneous grain and seed products. Send us samples. C. E. Dingwall Co., Milwaukee, Wis.

WE ARE IN THE MARKET for clover seed screenings now, and for the coming season. We will either contract for your entire output or buy your different lots by sample. It will be to your interest to confer with us before making any disposition of your screenings and low grade seeds. We will be glad to hear from you. J. M. King & Son, No. Vernon, Ind.

BUYERS  
and  
SELLERS

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Clover, Timothy,  
Grasses, etc.



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**Milwaukee Seed Co.**  
Milwaukee, Wis.

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Clover and Timothy Seed

Consignments solicited. Send us your samples.

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"MAY BELL" Brand Pure Field

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ROSS SEED CO., Louisville, Ky.

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## SEEDS FOR SALE—WANTED

### SEEDS FOR SALE.

**BLACKMAN & GRIFFIN CO.,** OGDEN, UTAH, sell Alfalfa and Clover Seeds. Write them.

**WE ARE** shippers of Maize and all kinds of field seeds. Lockney Coal & Grain Co., Lockney, Tex.

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**WE ARE** prepared to book your orders for the following seeds: Alfalfa, Cane, White or Yellow Maize, Kaffir, Feterita, German Golden Siberian Hog Millets. In carload lots or mixed cars. We live in the heart of the district where the above seeds grow. Sample sent on request. L. A. Jordan Seed Co., Winona, Kan.

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**ALFALFA SEED** direct—samples and growers' price on application. J. L. Maxson, Buffalo Gap, South Dakota.

**N. L. WILLETT SEED CO.,** Augusta, Ga., sell Sudan Grass Seed, Natal and Rhodes. Write them for prices and samples.

**THOMASSON-MORRISON GRAIN CO.,** Chattanooga, Tenn. Headquarters for Southern Cow peas and Soy beans. Write us for prices.

**IOWA GROWN SEEDS** for sale. Choice clover and timothy in car load lots or less. Buy your seed direct from original cleaner. Prices quoted on request. Address C. E. Atherton & Co., Deep River, Ia.

**SEED BUYERS AND SELLERS** can quickly sell and quantity, or buy any amount or quality by making their want known through an insertion of an advertisement in the "Seeds For Sale" column of the Grain Dealers Journal, Chicago.

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**SEED CO.** NEW YORK, N. Y.  
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**GRASS and CLOVER SEEDS**

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All varieties, any quantity.  
Write for samples and prices.  
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GRAIN, HAY and SEED MERCHANTS  
Field Seeds a Specialty  
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**What will  
Clover do?**

Some of the possibilities of clover futures are outlined in our daily market letter, which contains up-to-the-minute facts and figures on seeds. If not on our mailing list, say the word. Booklet of clover data on request.

**Southworth & Co.**  
Clover—cash and futures. Consignments solicited  
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## Directory Grass Seed Trade

### BALTIMORE, MD.

Buffington & Co., John J., whse. seed merchants.  
Scarlett & Co., Wm. G., whse. seed merchants.

### CHICAGO, ILL.

Dickinson Co., The Albert, seeds.  
Illinois Seed Co., The, grass and field seeds.

### EVANSVILLE, IND.

Small & Co., W. H., seeds, grain and hay.

### INDIANAPOLIS, IND.

Indiana Seed Co., The, Seed Dealers.

### KANSAS CITY, MO.

Kansas City Seed & Gr. Co., grain and seeds.  
Missouri Seed Co., Who. exp. and imp.  
Peppard Seed Co., J. G., grass and fld. seeds.  
Rudy-Patrick Seed Co., Wholesale Seeds.

### LOUISVILLE, KY.

Louisville Seed Co., clover and grasses.  
Ross Seed Co., field seeds, exporters.

### MADISON, WIS.

Olds Seed Co., L. L., Wis. field seeds.

### MILWAUKEE, WIS.

Courteen Seed Co., field seeds.  
Teweles & Co., L., grass and field seeds.

### NEW YORK, N. Y.

Nungesser-Dickinson Seed Co., who., exp. & imp.  
Radwaner, I. L., field seeds.

### PHILADELPHIA, PA.

Philadelphia Seed Co., Inc., The, Whse. Field Sds.

### ST. JOSEPH, MO.

Mitchell Bros., grass and field seeds.

### ST. LOUIS, MO.

Prunty, Chas. E., field seeds.

### TOLEDO, OHIO.

The Toledo Field Seed Co., clover, timothy.

### TORONTO, ONT.

Steele, Briggs Seeds Co., Ltd., field seeds.

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Shellers, Cleaners, Clippers, Scales, Feed Mills, Steam Engines, Boilers, Gasoline Engines, Belting, Buckets, Conveyors or any other elevator machinery can be bought or sold quickly by placing an ad. in the "Wanted" or "For Sale" columns of the

**GRAIN  
DEALERS JOURNAL**  
OF CHICAGO



New Chicago Headquarters  
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## GRAIN DEALERS JOURNAL

[Incorporated]

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### THE ADVERTISING

value of The Grain Dealers Journal as a medium for reaching progressive grain dealers and elevator men is unquestioned. The character and number of advertisements in its columns tell of its worth. If you would be classed with the leading firms catering to the grain trade, place your announcements in the Journal.

Advertisements of meritorious grain elevator machinery and supplies and of responsible firms who seek to serve grain dealers are solicited.

### LETTERS

on subjects of interest to those engaged in the grain trade, news items, reports on crops, new grain firms, new grain elevators, contemplated improvements, grain receipts, shipments, and cars leaking grain in transit, are always welcome.

Entered at the Chicago, Ill., Post Office as Second-Class Matter Aug. 5, 1898.

CHICAGO, DECEMBER 25, 1914.

### A Merry Christmas.

While accepting the good wishes of so many will you permit the Grain Dealers Journal the pleasure of wishing you an abundance of Life's Choicest Blessings?

THE PLUNGER who persists in overbidding the market and fighting his competitors at the station invariably winds up in a wild whirlpool of real grief, leaving nothing but regrets for his friends and creditors. Buying grain at a loss is not business as many bluffers have learned to their sorrow. It takes a real merchant to buy grain at a profit.

REPORTS OF new grain elevators to be constructed and old ones to be improved are reaching us in ever increasing number. The handling of large crops wears out old machinery and inspires grain men with a desire for new up-to-date houses for handling the next crop. The better equipped the modern elevator, the more expeditiously and the more profitably is its owner able to handle grain.

SIX SERIOUS accidents are reported in the news columns this number. Three of them occurred in Iowa elevators. That makes six elevator accidents in Iowa we have reported this month. Evidently the new liability laws of that state have a tendency to promote carelessness. The elevator men who are now scouting the idea of guarding moving machinery will sing an entirely different song when the accident happens in their own elevator.

SPOTTING CHARGES have not yet been assessed against country elevator men, but the railroad traffic officials still have hopes of establishing a charge for the service.

DEFECTIVE FLUES and chimneys are blamed for several fires reported in this number. A careful inspection of your heating plant occasionally will materially reduce the chance of your elevator being sacrificed to what were minor defects at the beginning of the season.

GRANTING AN INCREASE in rates to the 112 railroads operating in official classification territory, as detailed elsewhere in this issue, was the cue for circulating numerous "immediate prosperity" stories, meaning presumably for the holder of railroad stocks, concerns which sell to the railroads, and a comparatively few employees. How will it benefit the shipper out of whose purse the 5% is taken?

EACH NUMBER in our news columns has disclosed evidence of additional elevator operators who sold grain and failed or refused to make delivery after the war had sprung the price. The general impression is that if the war continues the price will continue to advance, but a cessation in hostilities will result in a quick decline, because Russia has large quantities of grain ready for market when the Dardanelles are open. It is far better to be satisfied with a fair profit than to persist in holding out and taking a long chance.

STATE legislatures will soon assemble in their semi-annual attempt to regulate the universe and everything relating thereto, so that it behooves grain merchants of the land to keep a sharp lookout, lest their business be surrounded with regulations which are impracticable, unnecessary and burdensome. Several years ago the Nebraska Legislature enacted a piece of freak regulation for the sampling of grain purchased, and as is pointed out in "Letters" in this number, it is still on the statute books, menacing grain dealers who ignore it with fines.

LEASES on sites for grain elevators on the right of way of the Illinois Central Railroad are a cutthroat proposition. Clauses in the leases place on the grain dealer more than his fair share of the burdens incident to the erection of his building. Innocently as they read these clauses have binding force, and when they provide that the lessee shall be responsible in damages for fires in buildings off the right of way, however caused, the dealer may find that he must not only stand the loss on his own building, but pay that of third persons due to a locomotive spark falling on the roof of his own building. The surroundings should be considered carefully by the dealer before he generously signs a lease for the privilege of providing the railroad company with a bulk grain depot.

ST. PAUL'S so-called Equity Exchange is much distressed because that city's grain handling facilities were partially wiped out by a fire on the 10th inst. In view of the fact that Minneapolis is the greatest milling center of the world, it is the natural market for good milling wheat, and those who send their grain there will invariably realize a much better price than they can hope to get at St. Paul.

WINNIPEG grain commission merchants have been imposed upon so much during the past season by sharpers who pose as shippers with much grain to sell, that firms suffering from the sharp practices of one farmer recently, have combined to make sure that he suffers the full penalty of the law. If all sufferers would co-operate in showing up the sharpers to the trade, fewer attempts would be made to impose upon receivers.

GRAIN DEALERS who neglect or refuse to keep ledger accounts with their customers, or in fact fail to keep an accurate accounting of the business done, will be interested in the case of an Illinois grain firm whose resident partner was killed last winter. He had not kept a ledger account of money due his firm for 12 years, and many farmers insist that charges against them in the counterbook had long since been paid. As their evidence is so overwhelmingly against the late partner, the firm has no option other than to charge off all the accounts in the counterbook not marked "Paid." An accounting system which requires balancing the cash book daily naturally requires some work, but it is worth every bit of work it requires, in fact the grain dealer who does not keep a perfect accounting of his business transactions will often pass on and leave his family or his partners at the mercy of their debtors.

CLAIMS against railroads are being paid more promptly than ever, principally because the shippers are presenting their proof of loss or damage in a more intelligible form, so that the claim agent can more readily determine the liability of his road. Claimants who present all the necessary evidence to prove their losses make it easy for the claim agent, and easy for themselves, consequently the business is disposed of more promptly, more equitably and without friction. Many dealers follow up their claims the first of each month and keep a carbon copy of everything they send, so that it is an easy matter to turn claims into money. Shippers who have been letting their claims go by default owe it to themselves to begin the new year by adopting some systematic method of handling their claims against the railroad. If they have not time to do this work themselves, they should turn it over to their state association.



### Why Country Elevator Men Handle Grain for Nothing.

Grain dealers everywhere have suffered so many losses, as the direct result of granting free storage to farmers, that the trade is almost a unit in its opposition to the continuation of the practice. The grain dealer provides an elevator primarily for the purpose of classifying, cleaning and mixing his own grain, with the hope that he may market it more advantageously. The elevator operator who dumps all of each kind of grain into a bin without cleaning or attempting to improve it in any way, has little advantage over the scooper. By cleaning and blowing he can easily make each shipment more uniform in quality, and realize much better prices from the grain he handles, than it would be possible were he to scoop direct into car. Every grain dealer is fully aware of this fact, yet many seem to have an aversion for carefully studying the wants of the various markets and attempting to supply them.

One Nebraska dealer, who had all bins but one filled with grain when the war broke out, was virtually forced out of business for several months, because the farmers whom he had favored with storage room refused to sell, and he would not take a chance on the market by shipping out grain which did not belong to him, so he was forced to pursue the scooper's methods and load his own grain direct into cars. A number of dealers who shipped out stored grain, in order to handle their own grain, suffered heavy losses, because they did not see fit to buy in a central market and hedge against their sales of stored grain.

Oklahoma, in hope of checking the free storage of grain and preventing grain being stored with irresponsible warehousemen, has enacted a law which provides that "Public warehouses shall embrace all warehouses, elevators and granaries in which grain is stored in bulk, and in which the grain of different owners is mixed together, or in which grain is stored in such a manner that the identity of different lots cannot be accurately preserved."

Both farmers and grain dealers everywhere would be far better off if each state had a law requiring each warehouseman storing in bulk the grain of different owners, to pay a license fee of \$100 a year, and file a bond with the district court. Then these public warehousemen would be under the jurisdiction of the Public Utilities Commissions, and owners of stored grain would be protected against loss through the shipment of their grain.

The average country elevator man who makes it a practice to store farmers' grain free of charge, so long as he may desire it, does not hesitate to ship out the grain whenever he thinks the price is right, and take the chances of the market. The result is that he virtually gives, without compensation, to farmers who store grain with him, the right to sell to him

grain at any time the prevailing market price may suit them. In other words, he wilfully encourages and assists them to speculate to his own disadvantage and often to his loss. The only thing he gets in return is the free use of the money he receives for that portion of their grain which he ships out. The man who takes out a license to operate a public warehouse is always responsible to the owner of the property stored, and must deliver it on the bailor's order.

Free storage has long been one of the commonest pitfalls for the country elevator man, and has contributed more to his losses than either advancing money or lending bags. It would seem that with the grain trade's strong state associations in good working order, these ripe old abuses of the pioneer days of the trade could be easily stamped out, to the great benefit not only of the grain dealers everywhere, but also to the benefit of the grain growers. The handling of grain at country stations should be placed on a merchandising basis, and dealers everywhere encouraged to buy each lot of grain by grade. With the elimination of the old-time abuses, the average elevator man would be able to give more intelligent attention to the careful classification and improvement of the grain he buys, and the study of markets, to the end that he could always market the improved grain most advantageously.

Every elevator man who grants free storage in a measure places himself at the mercy of the owner of the grain, because the farmer can always bluff the dealer into paying more for the grain than it is worth by demanding that he return it. The lending of bags, the advancing of money and the granting of free storage could be legally wiped out by an iron clad agreement not to indulge in either practice, but of course these practices could be stamped out by the enactment of laws, with less objection from the general public. Until these practices are stamped out, the profits of many country elevator men must be a minus quantity. Dealers who are in the business for the purpose of realizing a profit from their labor and capital invested, owe it to themselves to inaugurate some movement for the elimination of these old profit-wasting abuses.

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LAST MARCH an explosion of dust on the bin floor of the Sunset Elevator in Galveston blew away the siding on opposite sides of the house, leaving a hole on each side approximately 20 ft. deep by 250 ft. long. The fire resulting from that explosion was quickly extinguished by automatic sprinklers. The fire of Nov. 17th seemed to have smoldered under the dust until it got well started, and even then was partially protected from the water by the dust. It is just as necessary to equip the elevator with a complete dust collecting system as it is to install automatic sprinklers. In very dusty houses the fires will gain great headway, if it smolders under the dust before the sprinklers are set off.

### The Cost of Handling Grain.

The many failures in the grain trade, together with the many changes continually taking place, is convincing evidence of the fact that country elevator men generally are not finding the business a profitable calling. No line of merchandise is handled on such a narrow margin of profit as grain, and the many changes continually occurring prove that even grain cannot be successfully handled on the small margins current in the grain surplus states. Grain dealers everywhere take on various side lines, in hope of eking out a respectable living, but even with side lines, many make a failure of the business, and principally because they do not keep an accurate record of different business transactions.

It is not reasonable to suppose that if a grain dealer's monthly balance continued to show a loss, that he would continue to try to handle grain on the small margin which had netted him a loss. Entirely too many dealers depend on the balance in the bank at the close of the year to learn of their profits. Such a practice is unbusinesslike, and surrounds the man who indulges in it with so many uncertainties that he must *guess* many times when he should *know*.

Many elevator operators have contended that they could handle grain on 2c and 3c a bushel, yet careful accountants, who have kept track of all the expenses incidental to different stations, have been unable to find any station where grain was profitably handled on the low margins claimed. Elsewhere in this number is an article from an accountant of wide experience, who is unable to believe such results possible with the average station. The failures and changes continually occurring prove that the men engaged in the business are not finding it profitable, else they would not be so anxious to give it up. The average country merchant works on a margin of 20 to 30% profit, and most of them turn their capital over two and three times a year.

The new year would seem to present an opportune time for every man in the grain trade who wishes to remain in the business to adopt a system of bookkeeping which will give him a reliable knowledge of exactly what he is doing each month, to the end that he may conduct his business more systematically and less by guess.

— — —

GOVERNMENT OWNERSHIP continues to be the one panacea greedy politicians and inexperienced bucolics prescribe for the relief and regulation of all the ills man and business are heir to. The inefficiency, the incompetence of government management of business enterprises is really distressing. Wherever the government attempts to serve in any capacity, the service becomes worthless, and costs many times the cost of better service under private ownership. Government ownership of telephone and telegraph would only insure the service being worse than any yet experienced and more costly.



## Eastern Roads Granted Increase.

The Interstate Commerce Com'n on Dec. 18 granted the 5% increase in certain freight rates requested by railroads operating in territory east of the Mississippi and north of the Ohio and Potomac Rivers. The decision means an annual increase in revenue of approximately \$30,000,000 for the 112 railroads and will be divided 1.6% for wages, 4.62% for dividends, .06% for capital and 93.72% for operating expense and maintenance.

No increases were granted on rail-lake-and-rail, rail-and-lake or lake-and-rail traffic, or on certain all rail traffic, including coal, coke and ores, upon which the Com'n previously had passed. The roads east of Buffalo, Pittsburgh and Charleston won, by the decision, the increases which were denied them last August and those west of these cities, which were benefited somewhat in August, received further benefits, placing all roads in "official classification territory" upon a uniform basis. The effect of the decision upon the Chicago stock market was extremely bullish; stocks which had dropped 4 to 6 points under the high point of Tuesday advancing almost immediately.

The Com'n says in part: "by virtue of the conditions obtaining at present it is necessary that the carriers' revenue be supplemented by increases throughout official classification territory, and that whatever the consequence of the war may prove to be, we must recognize the fact that it exists, the fact that it is a

calamity without precedent, and the fact that by it the commerce of the world has been disarranged and thrown into confusion. The means of transportation are fundamental and indispensable agencies in our industrial life, and the common weal should be kept abreast of public requirements.

"Carriers will be required to keep an account of the additions to their revenues from increases in rates subsequent to July 29, 1914, and from new charges, and to report separately thereon to the commission at the end of 12 and 24 months respectively."

Much is being said concerning the immediate impetus to business all over the country as a result of the increases granted but it is hard to see where those who pay the extra 5% will derive any benefit by so doing.

## Christmas Candles.

Burn Brightly, Christmas Candles! of each tree  
That's lighted for our friends to see;  
Bring Love and Laughter, Joy and Jokes,  
For the Journal's friends are the finest folks.

They're each Good Fellows bearing cheer  
And gladdening doors where they appear.  
In homes where there is Want and Lack  
Their sacks outrival Santa's pack.

Burn Brightly, Christmas Candles! so your glow  
May radiate true warmth and throw  
Your kindly beams thru all next year  
With love and laughter, joy and cheer.  
—Myrtle Dean Clark.

CONCRETE CONSTRUCTION has proved so satisfactory for terminal grain elevators, that no other material will much longer be employed in their construction. Our thousands of readers in the trade will be pleased to know that the million bushel grain storage tanks which were erected on a floating foundation at Transcona, a suburb of Winnipeg, and were tipped over by the giving away of the subsoil, have been righted and are about to be employed again for the storage of grain. The righting of this great monolithic cluster of 113 bins is a wonderful engineering feat, but the one fact of more interest to the grain dealers of the world is that these tanks, when full of grain, listed, came to rest at an angle of about 40° and have been righted again without material damage or injury to the tanks themselves. The cupola containing the belt conveyors slid off, simply because the designers did not consider it necessary to anchor it to the bins. It proves beyond any question the great strength of reinforced concrete tanks where properly constructed.

THE HUNGARIAN moratorium has been extended to Jan. 31, with a few alterations, according to Budapest reports,

## Peace.

"Blessed is the season which engages the whole world in a conspiracy of love."—Hamilton Wright Mabie.

This "Blessed season" is here and we gather our dear ones a little closer, strive to do a little more than usual, because instead of a world of love we are appalled at the world of hate which appears to possess a large portion of mankind. This year above all others we want to love where there is most need of love.

We cannot forget that other mothers' boys will not gather around a laden Christmas tree but are lying freezing and wounded in the trenches of war, and the mothers do not even know where they are, cannot even send a warm muffler or a loving greeting.

The happiest greeting that the European mother will ask on Christmas day is that when she scans the list of dead, her own boy may not be among the number. Those mothers are crying out: "O! you brutal, cruel men of war who are using our sons for targets, who are making murderers of the little kiddies whom we strove so hard to teach the right. Now you try to prove to them that Might is Right. You spill their blood and ours upon the fields of Europe for what? O God! for what?"

"You war lords who have leaden bullets where warm hearts should beat, you declare with pride and vigor so the world shall hear, 'If it takes our last soldier we shall win!'"

"The Irony, the Impudence of your claim! They are not your soldiers—your men,—they are our men, our boys, our brothers, our husbands.

"If you war lords have a quarrel must it be settled by the blood of our sons who don't want to fight each other?"

O! poor mother-heart of Europe, yours is the crucifixion, yours the suffering supreme.

Europe is thrusting its mark on your shoulders. Europe is torturing you so shamelessly that you dare not declare your shame. Europe is frenzied your son to deeds that have deadened his soul.

Europe is taxing your grandchild's grandchild to pay the debt of militarism. That European mother has one prayer, "Stop this War." She is holding out her hands to us, the only power with normal courage enough to stop this massacre. She begs us, she entreats us, "Save our boys from butchery and slaughter. She has one plea to the world, "Let this war end war!"

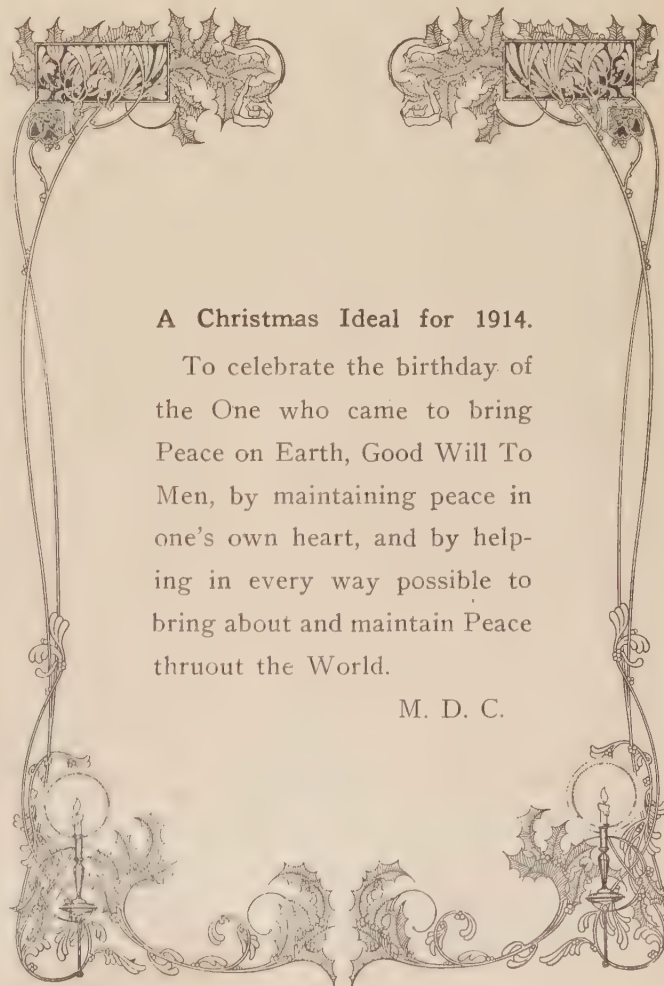
Learn the great lesson from our misery—General Disarmament. Then indeed shall this crucifixion of Civilization not have been entirely in vain. From this sepulcher of Europe shall arise a new spirit and that Spirit shall be called Peace.

—Myrtle Dean Clark.

## A Christmas Ideal for 1914.

To celebrate the birthday of the One who came to bring Peace on Earth, Good Will To Men, by maintaining peace in one's own heart, and by helping in every way possible to bring about and maintain Peace thruout the World.

M. D. C.





## Farmer Grain Dealers at Omaha.

The Twelfth Annual Convention of the Nebraska Farmers Grain Dealers Ass'n was called to order in Omaha Dec. 16 by Pres. J. S. Canaday. He introduced Mayor Dahlman of Omaha, who delivered an address of welcome.

Emil Bauer of Harvard was appointed Assistant Secretary to serve during the convention.

Sec. J. W. Shorthill read the minutes of last year's session, which were adopted as read.

Pres. Canaday appointed the committees.

## WEDNESDAY AFTERNOON SESSION.

Pres. Canaday introduced Guy F. Briggs of Coleridge, who had for his subject, "Future Trading and Needed Legislation." He said:

The Boards of Trade of our various markets enable us to handle grain cheaper than if we did not have them. These institutions have acted wisely in most things, and have been careful in the selection of their membership. It happens, however, that some of the members of these exchanges have been over enthusiastic in their efforts to get business. We might say that it is a case of misdirected intelligence.

Future trading in grain is necessary and has done much good, and is necessary to a successful grain business, as it enables the country dealer to buy a large amount of grain without really having a place to put it, for he can sell an option and protect himself against decline and losses.

The hedging of grain is a perfectly legitimate proposition, and, as a clearing house, the boards of trade have done a great good. Dealings on their floors are absolutely legitimate.

It happens, however, that the inadvised outsider who knows nothing about the grain business receives letters from members of our exchanges, which advise him to buy or sell a certain option, with the object in view of making a gain. This outsider has no grain to sell, has really no interest in grain and the only reason that he listens to the pleadings of the letter is that he may gain.

It is absolutely wrong for Board of Trade members to solicit business from uninformed men not in the grain business; in fact, I believe that only those men who are actually engaged in the grain business should be permitted to operate on our exchanges, either directly or through exchange members.

Germany has a law that prohibits a man from dealing on the Bourse unless he is a dealer in the commodity in question. Germany has found that she cannot do without the Bourse, which is a great clearing house, and our Boards of Trade should be on the same basis.

E. L. Morris, U. S. Dept. of Agriculture, in charge of the Kansas City office, delivered an address on "The Working of the Corn Grades."

Geo. Powell, Chief Inspector Omaha, said: Time was when we had only small box cars, and grain was graded right at the cars. Minneapolis then started office inspection, and later all markets followed in her footsteps, and methods have been improving right along in the attempt to arrive at the correct grading of your grain.

The Government has done fine work and we grade all corn now on the percentage basis. I hope this same system will soon be applied to all kinds of grain.

Corn is now grading No. 2 and No. 3, according to moisture tests, but the dirt in the corn often pulls the grade down so that we have to call it No. 5 and No. 6. It is all important that you clean your corn before shipping it.

The manager's round table discussion was led by E. P. Hubbard of Juniata.

Lorenz Stahl, Gretna: How can I grade my corn as it comes in? I tell the farmer that his white corn will grade mixed on account of too much canary corn. He says it is not so, and when I receive a

great many wagon loads of grain it is hard to tell what the grades are on the various loads.

E. P. Hubbard: It is only right that a farmer should be discounted for corn which does not grade according to contract. The system of buying corn and paying the same price for dirty and clean corn is all wrong. It is the rankest injustice to the man who brings in clean corn. I say, dock the farmer for dirt and pay a premium for clean grain.

C. W. Layton, Merna: We have two competitors. When a farmer brings in dirty corn and I attempt to dock him for the dirt he tells me that unless we buy his dirty corn at the same price that we pay for other corn he will haul his corn to our competitor.

U. C. Ocker, Glenville: It is necessary that all of us buy moisture testers and install good grain cleaning machinery.

In the general discussion the managers complained of the difference between the application of the government grades in the grading of their corn. It was suggested that inspectors should have a conference with the object in view of attempting to grade corn alike in all of the markets.

Guy Briggs: "It will never be possible to have uniform grades until we have government supervision. I think every shipper should be careful to explain to his receiver just what sort of corn he is shipping. Notify him that if your corn does not grade according to your expectation that he is to call for a re-inspection."

The Federal corn grades were endorsed.

Frank Chapin, Foley: I have a claim against the Western Union for delaying a message three hours; the market in the meantime dropped five cents.

S. G. Manning, Exeter: We collected a claim against the Western Union for a loss of one cent a bushel due to a forty-five minute delay.

Lorenz Stahl: I shipped corn in November and lost four cents a bushel because of the unreasonable delay in transit.

M. J. Stoetzel, Roseland: I collected five claims in ten days from the C. B. & Q. for losses in transit. I had no leakage reports, but I am careful to file my claims so that the railroad claim agent knows that I know what I am talking about.

U. C. Ocker: Some time ago a car of corn which was in a train going through our town was leaking badly. I told the conductor of the train about it and he intimated that it was none of my business. I took the car number and the initial and sent it to the Grain Dealers Journal. We should all do this and we could help many dealers in the collection of their claim, as they watch the Grain Dealers Journal for those leaking car reports.

E. P. Hubbard: All dealers should have their scales inspected regularly so as to be able to prove to the Railroad Company that weights at shipping point are correct.

Meeting adjourned.

## WEDNESDAY EVENING SESSION.

The evening session was devoted to a Directors' Round Table discussion, which was unanimously in favor of clean offices, clean, modern elevators, and careful and tactful managers.

## THURSDAY AFTERNOON SESSION.

Sec. Shorthill read his report which showed the affairs of the Association to be in very satisfactory condition. It was shown that 230 farmers' elevators com-

panies in Nebraska operate 239 elevators; an increase of 31 companies and 31 elevators over last year's report. The average capacity of each elevator is 21,500 bus., the average investment, \$8,800, and the average business, \$166,400. In the past year there have been no failures.

Sec. Shorthill in commenting on his report said that all companies who attempt to pay big prices instead of attempting to pay dividends will fail. He also said that all new companies should operate on the real co-operative basis, and that more attention should be given to the proposition of retaining business after once getting it. He said further: "Unfair competition consists of prices without profit, advances, and unlimited free storage. Such competition must be eliminated. All of us should keep posted as most troubles arise from honest misunderstanding. The effort to get producer and buyer closer together has not been successful, as the buyer wanted to buy too cheap and the seller wanted to sell too high. I hope, however, that success may come in the future."

C. Vincent, Omaha, addressed the meeting on "A Warehouse Law."

The following officers and directors were elected: J. S. Canaday, Minden, Pres.; Guy F. Briggs, Coleridge, Vice Pres.; J. W. Shorthill, Hampton, Sec.; John Miller, St. Marys, Director; E. E. Price, Shickley, Director.

It was decided to hold the next meeting in Omaha. Hastings was a close contender, but lost out.

## THURSDAY EVENING SESSION.

Clifford Thorne, Des Moines, Iowa, delivered an address on "The Railroad Situation."

A fund of about \$600 was made immediately available for the use of Mr. Thorne to enable him to obtain facts as regards the railroad situation, so as to advise all shippers whether the proposed freight increase is in order.

## FRIDAY MORNING SESSION.

John R. Humphrey, U. S. Dept. Agriculture, made an address on "Co-operative Elevator Accounting."

Resolutions were adopted thanking the Grain Exchange and the Live Stock Exchange for their hospitality and entertainment.

The committee on "Storing of Grain" reported that the practice of storing grain in country elevators was dangerous and would lead to financial failure in most cases, as country elevators are too small to handle both stored grain and the operators own grain.

A short afternoon session was held for the consideration of taxation. The consensus of opinion was that the only fair way to tax the grain elevator was that it be assessed on its real value, as shown by amount of personal property and grain on hand April first. The entire taxation matter was referred to the legislative committee.

After a general expression of confidence, and appreciation of the efforts of the officers of the Association, the meeting adjourned.

## CONVENTION NOTES.

A. L. Charrlin had a smile all the while.

G. H. Dunn of Armour Grain Co. was the only grain man present from Lincoln.

Hastings, Nebraska, sent F. W. Elder, B. J. Dodge, W. C. Hotchkiss, C. J. Miles, F. A. Theiss.

The only dealers present from Kansas were: H. R. Sheldon, Everest, and H. E. Witham, Cawker City.



Accountants present were, E. C. Babcock, Lincoln, and Geo. Wolf, Chicago.

Souvenirs were distributed as follows: Flanley Grain Co. handed out note books with covers showing appropriate pastoral scenes.

Merriam Commission Company got out an extra which was freely offered and often sold at the popular price of "One Consignment."

Chicago dealers present were, A. L. Charrlin, C. H. Thayer & Co.; C. T. Peavey, Lowell Hoit & Co.; R. C. Roberts, Armour Grain Co.

Machinery men present were, Wm. Bailey and R. M. Van Ness of Van Ness Construction Co.; H. R. Miller, Richardson Scale Co., and J. B. Rutrauff, Huntley Mfg. Co.

St. Joseph, Missouri, sent C. A. Ad-drington, S. M. Bird, St. Joseph Hay & Feed Co.; J. M. Flynn, J. L. Frederick, and F. V. Watts, of T. P. Gordon Com. Co.

W. E. Hotchkiss, Hall-Baker Grain Co., Hastings, and Frank Taylor and R. S. Sturtevant of Taylor Grain Co., Omaha, had a dinner party for thirty of their friends and customers, and later gave a theater party for them.

The visiting dealers manifested the proper Christmas spirit by taking up a collection amounting to \$52.16 to be sent to Leo Pyle at Hastings, a retired grain man who is now sorely afflicted and unable to attend to his duties.

Kansas City sent the largest delegation, it sent W. W. Simmons, Ernst, Davis & Co.; J. A. Vickers, C. W. Avery, Lonsdale Grain Co.; T. F. Knight, R. R. De Armond, Russell Grain Co.; L. A. Fuller, Thresher-Fuller Grain Co.; S. H. Stahoski, Watkins Grain Co.; S. J. Owens and Dave Hauk, Moore-Lawless Grain Co.

The following managers were in attendance at the Convention:

C. H. Anderson, Osceola; E. V. Anderson, Oakland; N. F. Anderson, Shickley; and Robt. Anderson, Saronville.

Emil Bauer, Harvard; Chas. Bader, Nebraska City; John Borer, Lindsay; Frank Bowser, Lyons; D. D. Brann, Manley; G. F. Briggs, Coleridge; Otto Brooks, Avoca; I. J. Brown, Staplehurst; J. A. Brown, Roca; T. M. Buckridge, Brock; Chas. Busby, Wakefield, and H. W. Busch, Utica.

A. T. Carleson, Axtell; Frank Chapin, Foley; P. Christensen, Rosalie; C. E. Coffey, Phillips; A. J. Cook, Spaulding; William Craig, Blue Springs; and T. F. Crawford, Campbell.

J. P. Delaney, Bellwood; J. L. Dennis, Osmond; G. J. Dillon, Cook; and Frank Dodge, Morse Bluffs.

C. H. Ender, Cotesfield; F. A. Engler, Bee; J. H. English, Humphrey; and C. F. Ernst, Johnson.

H. B. Fitzpatrick, Thayer; J. W. Gardner, Wymore; and G. C. Gembler, Goehner.

C. O. Hart, Monroe; C. E. Haverfield, Ames; E. J. Haynes, Valparaiso; H. W. Henthorn, Glenville; W. H. Hesselhoff, Ralston; A. E. Hockman, Fairfield; John Hofseth, Farwell; and E. P. Hubbard, Juniata.

I. O. Johnson, Gothenburg; J. Kalina, Dwight; G. R. Klein, DeWitt; and Ames Kilgore, Ulysses.

C. W. Layton, Merna; J. V. Lentell, Valley; Martin Leth, Elba; J. T. McPherson, Cortland; D. J. Malone, Pierce; S. G. Manning, Exeter; H. Marble, Tilden; and A. J. Meredith, Edholm.

G. F. Neel, Gilmore; J. P. Nelson, Verona; E. G. Pautsch, Louisville; E. F. Peck, Cedar Bluffs; L. R. Pecht, Hardy; M. E. Peterson, Campbell; E. Petseys, Shelby; and John Phinney, Norfolk.

W. J. Reid, Dorchester; Chas. Sherwitz, Sutton; Wm. Schneider, Cedar Creek; W. O. Schoenbeck, Odell; Elmer Servino, Thurston; A. Sinamark, Nickerson; A. D. Skinner, Edgar; Oscar Smith, Keene; P. C. Sorenson, Blair; Lorenz Stahl, Gretna; and M. J. Stoetzel, Roseland.

G. M. Talbert, Snyder; Levi Williams, North Bend; J. R. Wilson, Pickrell; and E. W. Zerzan, Schuyler.

## United States' Export Opportunities.

To head the list of exporting nations has been the desire of England, Germany, France and the United States for centuries, and since 1880 the rivalry for the position has developed into a bitter contest.

The United States has steadily forged ahead and now is second in the race, England alone having greater exports in 1913, with Germany a close third. The year 1915 presents to United States exporters an unequaled opportunity to attain the envied position. Even had the advent of the European war been postponed for another year the United States, with its tremendous crops, and the corresponding decrease in yields of other countries, would have exceeded the trade of England.

Of the commodities exported from this country grain is one of the principal factors. Wheat for the last half of 1914 shows an increase of 40,000,000 bus. over July to December, 1913, and the increase of oats is 24,000,000 bus. Every port, including those on the Pacific coast, is sharing this increase. Portland loaded more grain for export in the first 5 days of December than it did in the entire month of November. Stockton, and other California ports, will show big gains due to installation of devices for bulk handling. Galveston exported 5,093,393 bus. of wheat in November, compared with 40,000 bus. for that month last year. The shipping season at Duluth-Superior showed a big increase over 1913 and on the Atlantic seaboard the only factor which limits the grain exports is the scarcity of bottoms. But figures show tremendous increases.

Greece is offering cash in advance for 1,666,000 bus. of wheat per month and has asked that United States exporters cable offers to A. B. Cooke, American Consul at Patras, promising to reimburse them for wire expense. The government of New Zealand, which has hitherto been a large importer of Australian wheat, had its source of supply cut off when that country joined the belligerents, and is depending upon the United States and western Canada for its supply. Sweden and Norway, large consumers of rye, are unable to obtain their requirements from Germany, and many cargoes must be shipped from this country. Argentina is handicapped in exports of its huge wheat crop by high ocean freights and war risks, these proving an effectual barrier to European exports. Switzerland, at the time war broke out, had only the wheat on hand which was in reserve of millers and is purchasing quantities now in America. Statistics of this character could be continued indefinitely; each issue of the Grain Dealers Journal is filled with similar information.

To hold, and to expand this vast foreign trade the United States grain exporters must do their share. In the west it will be necessary to hurry the installing of elevators and handling machinery, including separators and cleaners. To facilitate the movement of corn, dryers of large capacity must also be maintained. If it is desired to retain the grip which will be obtained this year upon the grain export situation, it will be essential to send Europe only the best product.

EXPORTS of hulled rice from Burma, India, for the year ended Mar. 31, 1914, were 36,719,960 cwt., compared with 40,961,780 cwt. for the year ended Mar. 31, 1913.

## Leaking in Transit

Grain dealers can help brother sufferers in the collection of claims for loss by reporting to Grain Dealers Journal, Chicago, for free publication, the initials, number, place, date and condition of cars seen leaking grain in transit.

Recently we have received reports of the following leaking or bad order cars:

M. K. & T. 2612 in C. R. I. & P. yards near 21st St., Dec. 18, was broken on end. About 75 bus. of wheat on ground beside car. Section men were sweeping it into a pile.—B.

C. R. I. & P. 41252 east bound at Normal Park (Chicago), Dec. 18, on C. R. I. & P., showed slight leakage of wheat or oats at side door.—B.

C. B. & Q. 96390 passed thru Endicott, Neb., Dec. 14, leaking wheat badly at front end. Fixed best we could.—E. M. F.

T., St. L. & W. 6281 at Kensington Elevator on Michigan Central tracks at Chicago, Ill., Dec. 14, leaking wheat behind siding near truck bolster. Leak ordered stopped by elevator man.—R.

G. T. 7045 passed thru Cass City, Mich., southbound, Dec. 8, leaking oats at side door. Train was pulling out when noticed so did not repair.—J. Frutchey, sec'y Cass City Grain Co.

C. M. St. P. & O. 22584 passed thru Winchester, Ind., at noon, Dec. 1, eastbound on Big 4, with front end of car burst out. Car loaded with corn, destined for Buffalo. ---Goodrich Bros. Hay & Grain Co.

GERMANY'S OFFICIAL crop report for Dec. 1 estimates the condition of wheat at 78, compared with 82 a year ago; and rye 76, compared with 84 on the same date in 1913.

A MILLION TONS of Argentine wheat is to be supplied to Italy by Mar. 31, 1915, in accordance with an agreement between the Bank of Italy and the Banca Nacion of Buenos Aires, co-operating with the Italian and Argentine governments.

THE INTERNAL REVENUE BUREAU has issued a ruling explaining the deductions in income tax on account of losses in trade. "As to losses on stocks, grain, cotton, etc., if these are incurred by a person engaged in trade to which the buying or selling of stocks, etc., are incident as a part of the business, as by a member of a stock, grain or cotton exchange, such losses may be deducted," says the department. "A person can be engaged in more than one business, but it must be clearly shown in such cases that he is actually a dealer, or trader or manufacturer or whatever the occupation may be, and is actually engaged in one or more lines of recognized businesses before losses can be claimed with respect to either or more than one line of business and his status as such dealer must be clearly established. Only those losses are deductible which are sustained during the tax year in trade."—P.

## TOO LATE TO CLASSIFY.

WANTED—Experienced buyer of Grain, one familiar with the trade in Ohio, Indiana, Illinois and Michigan. Address Lobbe, Box 12, Grain Dealers Journal, Chicago.

STEAM PLANT for sale, including Vilter Corliss Engine, 100 H.P. Freeman Tubular boiler, heater and pumps, and self supporting stack. Will separate. Helmer Milling Co., Fond du Lac, Wis.



## Letters

[Here is the grain dealers' forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

### Succeeds in Collecting Claims.

*Grain Dealers Journal:* We do not pose as claim collectors in any sense of the word, and do not feel that we have any unusual methods in this regard. The secret of our results with claims is the fact that, in the first place, we have two printed blanks, one being a weight certificate and the other a car report. These we mail with invoice for each shipment. The blanks are arranged for detailed information and instructions in regard to the proper examination and handling of the contents of shipment when it arrives. This sometimes results in a good foundation on which to make claim.

In the second place, every shipper nowadays has a certain standing with the railroad company in regard to his weights. The railroads employ men to travel and inspect elevators, scales and loading facilities. Furthermore, they investigate the moral standing of the elevator owner.

In our distributing business we have adopted practically the same plan. We have visited our territory and our shippers. We are able to judge by a personal visit to an elevator and by continued acquaintance with these shippers whether or not they are careful, accurate, and men of square business intentions. We know that the railroad company, when considering claims, will attach more weight to a claim made and supported by papers from a shipper of this character than they might under some other conditions.

Again, we endeavor to make up our mind in regard to a claim—whether or not it is just, and do not make a practice of pressing any claim that has the appearance of not being honestly supported by papers, the proper affidavits, etc., from each end. By this policy we try to establish also for ourselves a reputation with the railroad of not pushing unjust claims.—Yours truly, Wilsey Grain Company, Lee Wilsey, Lincoln, Neb.

### Decision in Nashville Re-shipping Case.

*Grain Dealers Journal:* In arriving at a decision in the Nashville re-shipping case the Supreme Court swept aside or ignored all evidence presented, and decided the question entirely under the 4th section of the act to regulate commerce, which law has never been involved in the controversy before. In the three

trials 21 lawyers have represented the grain men and railroads, but never was the 4th section referred to by anyone, nor was it even considered applicable in this instance.

The Interstate Commerce Com's'n rendered its decision on the ground of undue preference, believing that if Nashville had the privilege it should also be granted Atlanta. This the railroads stated would be a burdensome expense. The Supreme Court stated it probably would have to reverse the Com's'n if it were to decide the case under the law applied to it by the Com's'n, but irrespective of that line of reasoning the judges affirmed the opinion of the Com's'n, but for the different reason that it was a violation of the 4th section of the act to regulate commerce.

We believe this means that the practice or theory of re-shipping is in itself illegal, and if that be true it is, of course, just as illegal in Chicago or anywhere else in the United States as it is in Nashville.—Nashville Shipper.

### State Scale Inspectors Unnecessary in Iowa.

*Grain Dealers Journal:* Chapter 266 of the 35th General Assembly of Iowa, in relating to the inspection of weights and measures by the state dairy food commissioner places the entire expense of the scale inspector upon those operating scales of 2,000 lbs. or over. As scales of smaller capacity are used for the same purposes this seems unjust. Is it to

## CERTIFICATE OF WEIGHT

### ORIGINAL

Car No. \_\_\_\_\_ Initial \_\_\_\_\_ was unloaded and weighed \_\_\_\_\_ 19\_\_\_\_  
 Kind of scale used \_\_\_\_\_ type \_\_\_\_\_  
 Scale is \_\_\_\_\_ years old. Was refitted about \_\_\_\_\_ 19\_\_\_\_. Was tested and pronounced correct by scale expert \_\_\_\_\_ 19\_\_\_\_. Was tested by comparison of weights with another scale by weighing \_\_\_\_\_ showing \_\_\_\_\_ lbs. variation.

Following is the gross and tare of each draft weighed:

GROSS	TARE	GROSS	TARE	GROSS	TARE

I hereby certify that I have weighed the contents of the above numbered car and found same to contain \_\_\_\_\_ pounds. No more, no less.

Signed \_\_\_\_\_ Weigher.

Signed \_\_\_\_\_ Weigher.

Town \_\_\_\_\_ State \_\_\_\_\_ Date \_\_\_\_\_ 19\_\_\_\_

Weight Certificate Blank Used by Wilsey Grain Co., Lincoln, Neb., Facilitating Collection of Claims.



leave room for more revenue in the future by taxing the smaller scales also?

When the grain ass'ns can maintain expert scale inspectors at \$3.00 to \$3.50 per inspection, why should we pay the food inspector, who knows less about a scale than the ass'n man, \$10.00 for every scale of 2,000 or more lbs. in the state. Add to this the factory work necessary when the political "scale expert" says the scales are not in perfect weighing condition.

With nearly 1,500 of these scales in the state the revenue will closely approximate \$15,000 per year, enough to inspect, repair and even install new scales all over the state. As Mr. Nolan, scale expert of the Iowa Grain Dealers' Ass'n, can make inspections at the price mentioned why not give him authority to inspect every wagon scale in the state while on his regular rounds, thus insuring expert work at a greatly reduced tax? I would like to see the grain dealers of the state get together in an effort to prevent the bill from going into effect.—H. A. Woodworth, mgr., The James McCarty Elvtr., Hartwick, Ia.

## Repeal Nebraska's Tester Law.

*Editor Grain Dealers Journal:* I am taking the liberty of calling your attention to "The Nebraska Testing Law" that you ought to consider in a December number. Our testing law was got up and through the legislature four years ago, by a sort of lawyer who thought the light grain would come to the top of the load and the farmers would get skinned by having the test taken from the top of the load. The law provides that every test that is taken by buyers shall be a vertical test, as follows:

### REVISED STATUTES OF NEBRASKA FOR 1913.

**Sec. 7179—Method of Testing Grain:**—Hereafter all grain sold or purchased in Nebraska whose grade or test is determined wholly or in part by weight thereof shall, when tested for weight in any market or by any buyer within this state, be tested by taking a vertical section from top to bottom of the bin, wagon box or other receptacle containing the grain, when offered in the market or tested by the buyer, to determine its weight for grading purposes. The whole of the vertical section so taken shall be used as a sample in determining the weight and grade of the grain.

**Sec. 7180—Penalty.**—Any buyer of grain in this state who shall violate any of the provisions of the next preceding section shall be deemed guilty of a misdemeanor and upon conviction thereof shall be fined in any sum not less than five dollars nor more than one hundred dollars for each and every such violation.

That is entirely out of the question and not one farmer in a thousand wants to stop and wait for all that monkey work. As a consequence the law is not enforced, but at the same time every buyer is lavishing himself liable by not making the vertical test. So that in case of a little personal entanglement he might be hauled up and fined to gratify a little spite work on the part of someone.

The law ought to be repealed, or at least amended to make it compulsory to use the vertical test if either the buyer or seller requested that form of testing. You see then if a farmer thought the top test unfair, he could require the buyer to take a vertical test, under penalty of law, but where nothing is said about the matter, as is now the case in 999 cases out of a thousand there would be no law broken.

The new legislature will not be burdened by the presence of the fellows who opposed the reform before. The law has stood on the books for about four years and if you would write up a good edi-

torial on the subject and call upon the grain dealers of Nebraska each to write a personal letter to their Representatives and Senators right away, the matter can be easily fixed. I don't suppose one member of the legislature out of 40 knows a thing about it.—F. K. O.

## Judgment Against Railroad for Loss of Grain in Transit.

The St. Anthony & Dakota Elevator Co., of Minneapolis, shipped three cars of grain from stations in North Dakota to terminal points in Minnesota, where on inspection and weighing the contents were found to be less than the weights shown on the Bs/L. The elevator company brought suit against the Great Northern Ry. Co., over whose line the grain was shipped, and was given judgment by the Municipal Court of Minneapolis. This judgment was affirmed Nov. 13, 1914, by the Supreme Court of Minnesota.

The statutes provide that the State Railroad and Warehouse Commission "shall exercise general supervision over the grain interests of the state, and of the handling, inspection, weighing, and storage of grain, \* \* \* and shall make all proper rules and regulations for carrying out and enforcing \* \* \* all laws of the state relating to such subjects." Section 4497, G. S. 1913.

The statutes further provide:

"All weighmasters and weighers shall keep such records as may be prescribed by the commission, and shall furnish to any person for whom weighing is done a certificate under his hand, showing the amount of each weight, the number and initial letter or other distinctive mark of each car weighed, place and date of weighing, and contents of car. Such certificate shall be prima facie evidence of

the facts therein certified." Section 4463, G. S. 1913.

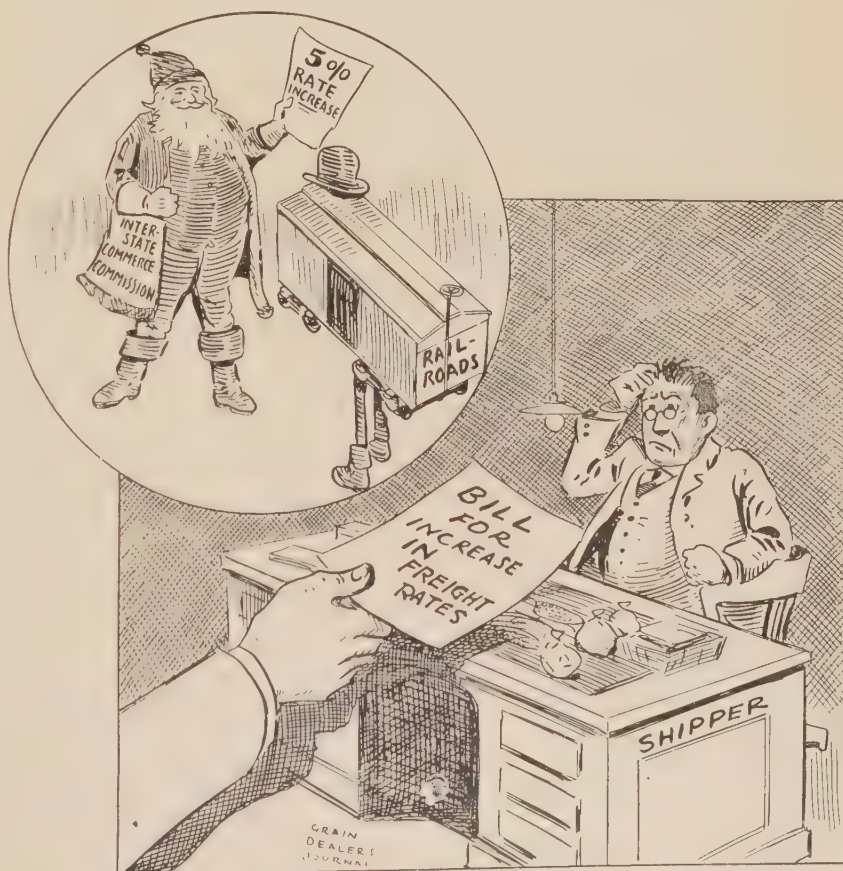
The commission has provided by rule that weighers shall:

"(a) Examine each car very carefully before it is unloaded, and if found to be in a leaky or bad order condition make notations of same in weight record book and in remark column of daily report; also make a special bad order report on blank provided for that purpose."

The weighers who weighed the three cars in question made a notation as to the condition of each car indicating defects therein. The above rule and these notations were received in evidence over defendant's objection, and the chief controversy is whether such evidence was admissible.

Justice Taylor held: There is nothing in the law which limits the records to be kept to a record of the certificates required to be issued to the person for whom the weighing was done. On the contrary, the provisions referred to clearly indicate that no such limitation was contemplated. Such certificates may properly be recorded in the record, but so may any other pertinent facts which the commission directs the weighers to note therein. Under the statutes, it was within the province of the commission to require the making of the notations in controversy, and to require them to be entered in the official record. The commission made such requirement and the notations were made and recorded in accordance therewith and are a part of the official record.

Car condition reports to be made out by the weighmen at destination are so desirable in tracing leaks that the Illinois Grain Dealers Ass'n has striven to have such a system of reporting inaugurated. Objections have been made on the score of expense. This decision adds to desirability of the car condition report by making it admissible in testimony in claims against the carriers for grain lost in transit.—149 N. W. 471.



Santa's Present to the Railroads will be All Right Until Father Gets the Bill.



## Life That Counts.

You may bring to your office and put in a frame

A motto as fine as its paint;  
But if you're a crook when you're playing the game

That motto won't make you a saint.  
You can stick up the placards all over the hall,

But here is the word I announce,  
It isn't the motto that hangs on the wall,  
But the motto you LIVE that counts.

## Asked— Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

### Opinion Holding Carrier Liable for Shortage?

*Grain Dealers Journal:* In what number of the Grain Dealers Journal was the opinion published where the Supreme Court decided that the railroads are liable for grain short when weighed out at destination?—Palestine Grain Co., Palestine, Tex.

**Ans.:** Carrier's liability for loss of grain in transit was affirmed in decisions published in the Grain Dealers Journal Aug. 25, 1914, page 307; Oct. 10, 1913, page 522; pages 206-207 of Feb. 10, 1913, and in Dec. 25, 1914.

### Landlord Has No Lien in Ohio.

*Grain Dealers Journal:* Some time ago a farmer brot us a load of wheat and we paid him for it. Some time afterward the owner of the farm found out that his tenant had delivered the wheat, and came to us and demanded that we pay him for it. Can he collect this money?—Ervin Bros. & Davis, Xenia, O.

**Ans.:** As the state of Ohio has no law giving the landlord a lien on grain for rent unpaid, the landlord can not recover from the grain buyer on account of grain disposed of by tenant. The owner must collect his rent from the tenant.

### Receiver Liable for Slow Returns.

*Grain Dealers Journal:* In the Journal of Dec. 10 E. R. Smith of Greensburg, Kan., wants to know about the liability of receivers for failure to make returns on shipments within four months, that being the limit of time for filing claims with carriers.

The Arbitration Com'te of the Indiana Grain Dealers Ass'n recently held that a receiver must assume the liability for failure to make the return within the four months.

That seems to be good law. The four months limitation is provided for in the B/L, and that is provided for by tariffs published, and of which all must have equal notice. The rates and other provisions of the tariffs become parts of all contract for shipment, and the party that fails to discharge his duty, pursuant thereto, must be the one responsible for the failure and answerable in proper damages, which in case of claims is the amount of the loss otherwise recoverable from the carrier, if claim could have been properly filed.

I think the Arbitration Com'te of the Grain Dealers National Ass'n now has authority under the law and rules to enforce rulings as above outlined.—Chas. B. Riley, sec'y Indiana Grain Dealers Ass'n, Indianapolis, Ind.

## Interest on Claims?

*Grain Dealers Journal:* One reason that the railroad companies are so slow in paying claims is that no penalty is attached to the delay; in fact, the railroad company saves interest on the amount of the claim for the length of time that payment is postponed. It seems that it would be more equitable if the railroad company was required to pay interest on claims from the time the claim accrued. Has the Interstate Commerce Commission or the courts allowed shippers interest on claims?—J. P. Norton.

**Ans.:** The courts have held that shippers are entitled to interest. The Supreme Court of the United States, which is the highest authority, has held that the measure of damages for failure to deliver cotton was the value of the cotton, together with interest from the time it should have been delivered.

A demand should be made for interest, or it will not be allowed. In "Supreme Court Decisions" this number is a case where the Supreme Court denied a shipper interest solely because he had made no demand for interest.

## Cost of Electric Power.

*Grain Dealers Journal:* In reply to J. T. M., asking in the last number of the Grain Dealers Journal what is the cost of handling grain by electric power, I will give the following costs, which were given to me by some of the large elevators of the country:

The Southern Pacific Terminal Co., of Galveston, Tex., buying power at 3c per KW—for first 500 KW-hours—and 2c thereafter, found the cost of handling one bu. of wheat is .000677c; one bu. of oats, .000498c; one bu. of corn, .0009c.

The Crowell Lumber & Grain Co., of Omaha, Neb., at 2c per KW-hour found the cost per bushel to be as follows: Corn, .000193; oats, .000102; wheat, .000205.

The Chicago, Rock Island & Pacific R. R., grain elevator handled during November of a certain year, 246,999 bus. grain. The bill for electric power was \$108.90. Net result was 87.2 bus. per KW-hour; or 11.4 KW-hours per 1,000 bus.; or 22.7 bushels per 1c cost, or 44c per 1,000 bus. The grain was taken out of the cars, elevated, cleaned, shipped and reloaded.

At the Trans-Mississippi Elevator, Omaha, Neb., the power cost was 3c per KW-hour for the first 5,000 KW-hours, and 2c per KW-hour for all current used in excess of the first 5,000 KW-hours used during any month.

In May, 1911, they handled 65.2 bus. of grain per KW-hour, June, 51.33 bus. grain per KW-hour, July, 52.35 bus. grain per KW-hour, Aug. 65.72 bus. grain per KW-hour, and Sept., 56.16 bus. grain per KW-hour.

The largest terminal elevators in the country are operated by electric power, and this electric power is usually purchased. I know of an instance where two elevators were built practically side by side. One decided to install steam power with the old line shaft drive, and the other decided to install electric power. At the end of the year they compared costs. The one that had electric power installed found that the cost for handling grain, which included cleaning and clipping where necessary, was approximately 1/10 of that of the elevator that was using steam for power.

As a rule, where it is difficult to convince a man that it is more economical to use electric power, I suggest that he write to the large grain elevators that are using electric power, and get their reasons for making the change; or, in the case of a new elevator, the reason for installing electric power over any other kind. In almost every instance that I know of where this has been done the man has decided to install electric power. One case of this—to cite a very good example—is that of the new Michigan Central elevator at Kensington, Ill.—C. F. Schoonmaker, sales agent power dept., General Electric Co., Chicago, Ill.

## Rule on Surplus Grain.

*Grain Dealers Journal:* Will the Journal please give me its interpretation of the rule of the Grain Dealers National Ass'n, No. 14, on "Surplus Grain," so far as it applies to anything other than the rule states?

The old saying, "It is a poor rule that does not work both ways," applies in this instance, hence my question, "Does this rule cover a shortage as well as an excess?"—F. M. Thompson.

## Failure to Pay Note Not a Felony.

*Grain Dealers Journal:* I sold a farmer seed to the value of \$170 in March, 1914, to be paid in July with his wheat. In June he borrowed \$280 to be paid with wheat in the following July, and wanted his book account of \$170 extended to Nov. 1, which I did, taking his note and I wrote on the note, "Advanced on corn of 1914 crop."

He paid me \$280 with wheat and disposed of his property so a judgment against him is worthless, and has not paid the note for \$170. Can I make a penal offense out of the note with the notation on it? He told me he intended to haul in his corn from the field and pay the note.—J. C. Young, Daytona, Fla.

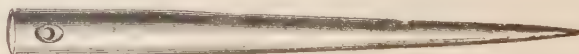
**Ans.:** Failure to pay a note when due is not a felony. The notation on face of note is useful only as establishing the fact that the signer received a valuable consideration. To be successful the grain dealer must discriminate in his treatment of honest and tricky customers, taking from the latter some security, such as a chattel mortgage, or requiring an endorsement on the note by a good party. When a farmer wishes to borrow money he should be sent to the bank.

## Rope Drive Giving Out?

*Grain Dealers Journal:* In the Dec. 10 number I read an inquiry by the Citizens Grain & Coal Co., of Ney, O., regarding transmission ropes. I had some similar experience the first year I worked for the Van Meter Grain Co. I put in two 1-inch transmission ropes and they did not run thru the season. Becoming disgusted with the life of the ropes I started in anew by buying a new rope.

I made the usual splice except that I did not cut out any part of the strands. I made a hickory marlinspike, bored a hole thru it about two inches from point and made slots from the hole down to the point like a sewing machine needle. Marlinspike is shown in the engraving.

With this I worked in all of the ends of the individual strands, as I had learned



Marlinspike of E. C. Trindle, Van Meter, Ia., Used in Splicing.



that they were the cause of my splice not holding. Then I painted the splice every Saturday night for a month with good rubber roof paint. This made a flexible coating over the strands so that the ends of the strands can not possibly work out and catch on the pulleys. This rope has run two seasons now and looks like it would run many more.—E. C. Trindle, mgr. Van Meter Grain Co., Van Meter, Ia.

## Shipper Entitled to Prompt Returns.

*Grain Dealers Journal:* With regard to complaint of E. R. Smith in Dec. 10 number of the Grain Dealers Journal, which states that he does not get returns on his grain for 3 or 4 months, I am prompted to say Mr. Smith should do business with some good firm which would get returns to him in much less time.—C. N. Ogden, Sheldon, Ia.

## How to Get Cars?

*Grain Dealers Journal:* We would like to know how to force the railroad company to set cars in time to protect us from loss by reason of time limit on sales expiring. We know of instances where the grain came in to the elevator in time but money was lost because the cars could not be obtained.—R. M. Tyson, Tobias, Neb.

*Ans.:* The carrier is in duty bound to provide cars on request made orally, but to establish a record, a written order for cars should be presented properly dated, showing capacity and style of car and date needed. If in addition to this the shipper specifies that he needs the car to fill a certain contract for delivery at a certain destination named and that he will suffer a money loss if car is not loaded by the date specified in the contract, he puts the railroad company on the defensive should the matter ever come before the claim department or the courts.

On receiving such specific information of the need for cars, the railroad company will co-operate with the shipper in a friendly way to the mutual advantage of both parties; as the agent will be in a position to know just to whom to allot cars when there are not enough to go around.

## Must Stamp Warehouse Receipts.

In a communication to managers of grain elevators and warehouses of Missouri, James T. Bradshaw, State Warehouse Commissioner, further interprets the recent tax law as it applies to the grain trade.

United States treasury decision No. 2087, Mr. Bradshaw states, subjects all warehouse and elevator receipts in his state to a tax of 10c, to be paid by parties to whom receipts are issued. The decision states in part:

"Certificates of any description, required by law, not otherwise specified in this Act" are subject to a tax of ten cents.

"Certificates required by law, issued by any Department—National, State or Municipal, at the request of private persons, solely for private use, should be stamped.

"Warehouse certificates, if required by law, are taxable" and such warehouse or elevator certificates or receipts, are subject to a tax of ten cents each."

If in doubt as to the requirement of a stamp on any receipt issued, Mr. Bradshaw advises the grain dealer to seek legal advice, further explanation, or details from the Commissioner of Internal Revenue, Washington, D. C. This may eliminate disagreeable complications later.

## Original Seller Liable Under Warranty.

The Ft. Worth Grain & Elevator Co. has been granted a reversal of the judgment in favor of the Walker Grain Co., also of Ft. Worth, in the suit by the latter to prevent the Ft. Worth Grain & Elevator Co. from collecting a judgment for \$606.52.

The case has been in the courts five years, and grew out of a sale July 30, 1909, of a car of wheat by the Fort Worth Grain & Elevator Co. to the Hood County Mill & Elevator Co. To fill the contract the Ft. Worth company bot a car of wheat that the Walker Grain Co. had in transit, but on arrival at the mill the wheat was found to be in a decaying condition.

Getting no satisfactory adjustment of the loss the Hood County Mill & Elevator Co. brot suit against the Grain & Elevator Co., and the latter answered, alleging that the Walker Grain Co. should be made a party, as its guaranty of quality was identical. On trial Oct. 19, 1911, the Hood County Co. was given judgment for \$606.52 against the Grain & Elevator Co., and the latter in turn given judgment against the Walker Grain Co. and J. L. Walker for the same sum, with interest from Aug. 24, 1909. Both defendants appealed from this judgment, the Grain & Elevator Co. later settling for \$450.

Thereafter the Walker Grain Co. deposited in the registry of the court of Hood County \$450 with interest and costs, and brot suit for and was granted a perpetual injunction restraining further collection of the judgment in favor of the Ft. Worth Grain & Elevator Co. on the technicality that the judgment in favor of the Ft. Worth Co. was one for indemnity only. In finally disposing of this suit Chief Justice Conner of the Court of Civil Appeals of Texas said:

To our minds the contract of the Walker Grain Co., when it sold the car of wheat referred to, was not one of indemnity, but was a warranty of the grade and quality of the wheat sold. This contract of warranty was entirely independent of the contract and sale to the Hood County Mill & Elevator Co. Upon showing a breach of the warranty, the Ft. Worth Grain & Elevator Co. had a right of recovery against the Walker Grain Co., regardless of the transaction with the Hood County Mill & Elevator Co. The two transactions were in no sense interdependent. True, the right of the Hood County Mill & Elevator Co. to recover against the Ft. Worth Grain & Elevator Co., and the right of the latter company to recover against the Walker Grain Co., both depended upon the establishment of the same fact, to wit, the fact that the wheat was not as warranted, and whether the two causes of action were tried together or separately was wholly immaterial.—168 S. W. Rep. 470.

I WOULD not be without the Grain Dealers Journal.—S. F. Northrup, agt., North Star Grain Co., Jamestown, N. D.

## Coming Conventions.

Jan. 14.—Michigan Hay & Grain Ass'n at Owosso.

Jan. 18-19, 1915.—Missouri Grain Dealers Ass'n at St. Louis.

Jan. 21-22.—Council of Grain Exchanges at Chicago.

Jan. 27-28.—Indiana Grain Dealers Ass'n at Indianapolis.

Feb. 9, 10, 11.—Iowa Farmers Grain Dealers Ass'n at Mason City.

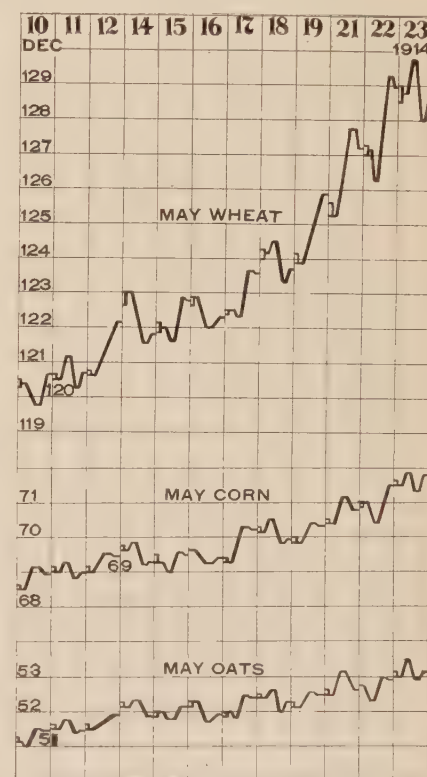
Feb. 16, 17, 18.—Illinois Farmers Grain Dealers Ass'n at Bloomington.

Mar. 2-3.—Farmers Grain Dealers Ass'n of Kansas.

May 11.—Illinois Grain Dealers Ass'n at Champaign.

## Chicago Futures

Opening, high, low and closing quotations on wheat, corn and oats for May delivery during last two weeks at Chicago are given below. For complete collection of similar charts back 10 years see The Journal's Chart Book.



## Daily Closing Prices.

The closing prices of wheat and corn for December delivery at the following markets for the past two weeks have been as follows:

		DECEMBER WHEAT.											
		Dec. 10.	Dec. 11.	Dec. 12.	Dec. 13.	Dec. 14.	Dec. 15.	Dec. 16.	Dec. 17.	Dec. 18.	Dec. 19.	Dec. 20.	Dec. 21.
Chicago	.....	116 1/2	116 3/4	118 1/2	118	118 1/2	118 3/4	118 1/2	118 3/4	120 1/2	122 1/2	124 1/2	125 1/2
Minneapolis	.....	112 1/2	113	114 1/2	114	115 1/2	116 1/2	117 1/2	118 1/2	119 1/2	120 1/2	121 1/2	122 1/2
Duluth	.....	113 1/2	114 1/2	116 1/2	116 1/2	117 1/2	118 1/2	119 1/2	120 1/2	121 1/2	122 1/2	123 1/2	124 1/2
St. Louis	.....	112 1/2	112 1/2	114 1/2	114 1/2	115 1/2	116 1/2	117 1/2	118 1/2	119 1/2	120 1/2	121 1/2	122 1/2
Kansas City	.....	108 3/4	108 3/4	110 3/4	110 1/2	111 3/4	112 1/2	113 1/2	114 1/2	115 1/2	116 1/2	117 1/2	118 1/2
Milwaukee	.....	115 1/2	116 1/2	118	118	118 1/2	118 3/4	120	120 1/2	122 1/2	124 1/2	126 1/2	127 1/2
Toledo	.....	117	117 1/2	119 1/2	119 1/2	120 1/2	121 1/2	121 1/2	123 1/2	125 1/2	127 1/2	129 1/2	130 1/2
Baltimore	.....	120	120 1/2	121 1/2	122	123 1/2	124 1/2	125 1/2	126 1/2	127 1/2	128 1/2	129 1/2	130 1/2
Winnipeg	.....	115 1/2	116 1/2	117 1/2	117 1/2	117 3/4	118 1/2	118 3/4	121	121 1/2	122 1/2	123 1/2	124 1/2
		DECEMBER CORN.											
		Dec. 10.	Dec. 11.	Dec. 12.	Dec. 13.	Dec. 14.	Dec. 15.	Dec. 16.	Dec. 17.	Dec. 18.	Dec. 19.	Dec. 20.	Dec. 21.
Chicago	.....	62 3/4	62 3/4	63 1/4	63	63 1/4	63	64	64 1/4	64 1/4	64 3/4	65	65 3/4
Kansas City	.....	60 3/4	60 3/4	61 1/4	61 1/4	61 1/4	61 1/2	62 1/2	62 3/4	63 1/4	64 1/4	64	64 3/4
St. Louis	.....	62 1/2	62 1/2	63 1/4	63 3/4	63 3/4	63 3/4	65	65 1/4	65 1/4	65 3/4	66	66 3/4



## Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome.

### COLORADO.

Wray, Colo., Dec. 18.—Corn in Yuma county best quality ever raised here.—Wray Mills Co.

Towner, Colo., Dec. 19.—Winter wheat going into winter in excellent condition.—R. J. McGrath, agt. K. S. Jepson.

### DISTRICT OF COLUMBIA.

Washington, D. C., Dec. 15.—The Government Crop Reporting Board has made minor changes in its estimates of production. The final figures are: corn, 2,672,804,000 bus.; winter wheat, 684,990,000 bus.; spring wheat, 206,027,000 bus.; oats, 1,141,060,000 bus.; barley, 194,963,000 bus.; rye, 42,779,000 bus.; buckwheat, 16,881,000 bus.; flaxseed, 15,559,000 bus.; rice, 23,649,000 bus.; hay, 70,071,000 bus. The total production of all crops is 4,945,852,000 bus., compared with 4,966,497,000 bus. for 1913.

### ILLINOIS.

Epworth, Ill., Dec. 23.—Large acreage sown to wheat; looks fine.—Agt. W. C. Smith.

Toluca, Ill., Dec. 23.—Corn averaged 25 bus.; good quality.—J. C. McCrea, mgr. Toluca Elvtr. Co.

Van Orin, Ill., Dec. 14.—Husking showed better corn yield than expected.—H. G. Stauffer, Farmers Elvtr. & Sply. Co.

Woodhull, Ill., Dec. 7.—Corn crop small; making about 30 bus.; 500 acres sown to winter wheat; compared with 100 acres last year.—Woodhull Grain Elvtr. Co.

Warsaw, Ill., Dec. 8.—Corn averaged 20 bus.; good quality, fall wheat acreage same as last year, looking fine, some farmers report fly in wheat.—Irven Meyer, mgr. Farmers Grain & Sply. Co.

### INDIANA.

Indianapolis, Ind., Dec. 17.—Quality of corn best it has been in years; yield not up to average; more wheat sown than ever before.—B. B. Minor.

### IOWA.

New London, Ia., Dec. 9.—Corn averaged 30 bus.; good quality.—A. D. Hayes Co.

Oskaloosa, Ia., Dec. 11.—Corn all grading No. 3; averaged 40 bus.—The Blackford Co.

Stuart, Ia., Dec. 12.—Corn averaged 40 bus.; good quality; winter wheat looking fine.—Newcomb Wildman.

Swan, Ia., Dec. 11.—Corn averaged 30 bus.; quality fair; fall wheat not very good account too much rain.—S.

Fairfield, Ia., Dec. 9.—Corn averaged 37 bus.; quality fair, some rotten; fall wheat acreage increased 20%; looking fine.—N.

Knoxville, Ia., Dec. 11.—Corn averaged 40 bus.; quality fine; fall wheat acreage increased 20%, looks fine.—Seth Way & Co.

Tracy, Ia., Dec. 11.—Corn averaged 30 bus.; quality fine, fall wheat acreage increased 20%; looking fine.—Hogate & Lyman.

Eddyville, Ia., Dec. 10.—Corn averaged 30 bus.; quality fair; fall wheat acreage increased 15%; looking fine.—Lamis & Hoose.

Batavia, Ia., Dec. 10.—Corn averaged 40 bus.; quality fine; fall wheat acreage increased 50%; looking fine.—Koons, Walker & Peebler.

Libertyville, Ia., Dec. 9.—Fall wheat acreage 20% increase; looking fine; corn averaged 40 bus.; much of it is worm-eaten.—A. H. Miller.

Pleasantville, Ia., Dec. 11.—Corn averaged 30 bus.; quality fair; fall wheat acreage decreased 10%; looking fine.—S. Mandy, agt. Seth Way & Co.

Stanwood, Ia., Dec. 23.—New corn grading No. 3 and 4; quality good.—J. F. Christianson, agt. King Wilder Grain Co.

### KANSAS.

Pretty Prairie, Kan., Dec. 12.—About 85% wheat sown this fall which is in need of moisture; fields spotted account Hessian fly and another worm which does not promise well for a crop next year.—E. B. Schmitt, agt. Rock Mlg. & Elvtr. Co.

Topeka, Kan., Dec. 12.—Beneficent snow falling which is supplying much needed moisture for fall wheat; state generally is blanketed with 1 to 3 inches of snow. The total yield for this state of rye is 2,193,279 bus.; barley 4,355,565 bus.; emmer 61,281 bus. and buckwheat 1,841 bus.—J. C. Mohler, sec'y State Board of Agriculture.

### MINNESOTA.

Vesta, Minn., Dec. 21.—Crops this season were good; wheat averaged about 10 bus.; oats 40 bus.; corn 40 to 50 bus.; very good grade.—Agt. Bingham Bros.

### MISSOURI.

Craig, Mo., Dec. 21.—Fall wheat acreage decreased 30%, much of it sown so late that it did not get sprouted.—Brownfield & Teare.

Columbia, Mo., Dec. 12.—The following estimate of the acreage and yield of the principal crops of the state was compiled from official reports: Corn 7,421,678 acres, 175,158,072 bus.; wheat 2,156,637 acres, 36,933,501 bus.; oats 893,144 acres, 18,534,533 bus.; rye 7,285 acres, 116,560 bus.; buckwheat 1,029 acres, 14,406 bus.; barley 515 acres, 9,270 bus. Oats averaged 20.8 bus.; compared with 22.7 last year; shortage was due to unfavorable weather causing  $\frac{1}{4}$  to be cut for hay. New wheat crop acreage 2,308,586 acres which is an increase of 7%; condition of growing plant 85.4%; owing to heavy rains during seeding season, much went in very late not in best condition to go thru severe winter; considerable complaint of Hessian fly in early wheat. The average yield of 1914 wheat crop was 17.1 bus. The corn yield is about 42,000,000 bus. over last year and only 28,000,000 bus. less than amount grown during last 5 years; average yield 23.6 bus.; compared with 17.6 bus. for 1913; quality below average; about 70%; much wormy corn.—Missouri State Board of Agriculture.

### MONTANA.

Roundup, Mont., Dec. 18.—Montana will do great things in the grain line next season; wheat acreage double that of last year; quality and quantity of grain attracting the farmers from every direction.—W. P. Ladd.

### NEBRASKA.

Ralston, Neb., Dec. 18.—Corn  $\frac{3}{4}$  crop; fair quality.—W. H. Hessenflow, mgr. Ralston Elvtr. & Mlg. Co.

Osmond, Neb., Dec. 18.—Corn averaged 25 bus.; quality fine.—J. L. Dennis, mgr. Farmers Grain & L. S. Assn.

Coleridge, Neb., Dec. 18.—Corn averaged  $\frac{1}{2}$  crop; fine quality.—Guy F. Briggs, mgr. Farmers Grain & L. S. Assn.

Wakefield, Neb., Dec. 18.—Corn  $\frac{1}{2}$  crop; about 20 bus. average, not shipping any.—Chas. Busby, mgr. Farmers Elvtr. Co.

Cook, Neb., Dec. 18.—Corn averaged 30 bus.; fine quality; fall wheat acreage same as last year; looks fine.—G. J. Dillon, mgr. Farmers Lbr. Co.

Tilden, Neb., Dec. 18.—Corn averaged 25 bus.; good quality; fall wheat acreage same as last year; looking fine.—H. Marble, mgr. Tilden Elvtr. Co.

Helvey, Neb., Dec. 21.—Winter wheat covered with 6 inches of snow at present; formerly was pretty dry; snow cover may protect and bring thru O. K.—C. A. Helvey, mgr. Farmers Elvtr. Co.

Cortland, Neb., Dec. 18.—Corn averaged 25 bus.; fine quality; wheat acreage increased 10%; looking fine.—J. T. McPherson, mgr. Farmers Grain & Coal Co.

Beaver City, Neb., Dec. 11.—An inch of wet snow covers the ground here, saving the wheat from the drought which prevailed last fall. Some wheat is moving, but most of it is sold and delivered. Just enough corn was grown here to feed without shipping in. Big acreage of wheat has been sown in this county.—S. J. Franklin, mgr. Franklin Seed House.

Red Cloud, Neb., Dec. 14.—Has been dry here; wheat needs moisture; light snow on ground now; zero weather; larger wheat acreage than last year; do not think it is damaged much yet.—F. S. Frisbie, Amboy Mlg. & Elvtr. Co.

### OKLAHOMA.

Hinton, Okla., Dec. 8.—Drizzling rain here on Dec. 6; foggy still; wheat in good condition.—Hinton Mlg. Co.

Tyrone, Okla., Dec. 22.—Growing winter wheat in fine shape; plenty of moisture to carry thru until spring.—Geo. Meader, agt. Liberal Elvtr. Co.

### TEXAS.

Beaumont, Tex., Dec. 18.—The total rice crop of the United States for 1914 is 6,128,576 bags, each bag containing four bushels or 180 pounds. The total acreage in the grain this year was 689,908 acres.—J. R. Leguence, sec'y Rice Millers Ass'n.—H.

### WYOMING.

Basin, Wyo., Dec. 10.—Grain yield was good this season; acreage was small; look for more acres next season, as farmers are talking grain.—N. J. Lang, Big Horn Mlg. Co.

## Government Report on Wheat and Rye.

Washington, Dec. 17.—The Crop Reporting Board of the Bureau of Crop Estimates makes the following report on wheat and rye:

Area of winter wheat sown this fall is 11.1% more than the revised estimated area sown in the fall of 1913, an increase of 4,135,000 acres, the total area being 41,263,000 acres. Condition on Dec. 1 was 88.3, against 97.2 on Dec. 1, 1913, and a ten-year average of 90.3.

Rye sown this fall is 2.8% more than the revised estimated area sown in fall of 1913, an increase of 78,000 acres, the total area being 2,851,000 acres. Condition on Dec. 1 was 93.6, against 95.3 on Dec. 1, 1913, and a ten-year average of 93.0. Details by states follow:

States.	Winter Wheat.		Area sown.		Condition Dec. 1.	
	Autumn, 1914.		Compared with 1913.		10-year average.	
	%	Total acres.	%	1914.	1913.	%
N. Y.....	105	382	96	98	95	
N. J.....	98	81	82	95	94	
Pa.....	102	1,366	85	97	92	
Del.....	110	128	88	95	91	
Md.....	106	658	89	95	90	
Va.....	160	1,270	93	95	88	
W. Va.....	110	265	92	95	88	
N. C.....	175	1,097	95	95	90	
S. C.....	300	246	96	95	92	
Ga.....	218	314	94	92	92	
Ohio.....	105	2,101	94	99	88	
Ind.....	112	2,820	89	98	88	
Ill.....	115	2,934	92	99	89	
Mich.....	107	963	92	95	90	
Wis.....	100	89	96	94	93	
Iowa.....	103	536	96	96	94	
Mo.....	110	2,844	87	98	90	
Neb.....	105	3,637	90	86	93	
Kans.....	98	8,779	80	100	90	
Ky.....	115	883	89	98	88	
Tenn.....	120	872	90	96	90	
Ala.....	285	97	93	92	92	
Miss.....	225	2	93	91	91	
Tex.....	120	1,367	89	102	88	
Okla.....	120	3,092	83	103	87	
Ark.....	144	184	90	99	88	
Mont.....	135	683	98	91	..	
Wyo.....	115	54	90	97	..	
Colo.....	105	276	92	91	..	
N. M.....	115	55	95	98	..	
Ariz.....	125	41	98	96	..	
Utah.....	110	253	89	96	..	
Nev.....	120	23	88	99	..	
Idaho.....	114	394	95	97	97	
Wash.....	110	1,174	100	93	93	
Oregon.....	108	686	93	100	96	
Cal.....	110	463	98	100	91	
U. S.....	111.1	41,263	88.3	97.2	90.3	
Rye.						
N. Y.....	99	139	92	97	96	
N. J.....	102	81	85	96	95	
Pa.....	100	292	87	97	93	
Va.....	125	85	93	97	90	
Ohio.....	94	112	96	97	90	
Ind.....	100	104	93	97	92	
Mich.....	101	388	95	96	92	
Wis.....	101	444	97	96	95	
Minn.....	100	296	96	93	93	
Iowa.....	96	59	97	97	95	
N. D.....	112	160	92	91	90	
S. D.....	115	92	94	87	91	
Neb.....	101	131	93	86	93	
Others...	107	468	93	97	93	
U. S.....	102.8	2,851	93.6	95.3	93.0	



## Grain Movement

Reports on the movement of grain from farm to country elevator and shipments from interior points are always welcome.

### CALIFORNIA.

San Francisco, Cal., Dec. 14.—There are 2,710,800 bus. of wheat, 18,505,408 bus. of barley, 2,222,125 bus. of oats, 395,036 bus. of corn, 39,358 bus. of rye and 896,756 sacks of beans now remaining in this state. On Dec. 1, 1913, there were 2,109,100 bus. of wheat, 8,172,208 bus. of barley, 875,563 bus. of oats, 12,429 bus. of rye and 806,142 sacks of beans in California.—Henry C. Bunker, chief inspector of grain.

### COLORADO.

Wray, Colo., Dec. 18.—Farmers are getting 50 to 52c for corn.—Wray Mills Co.

### ILLINOIS.

Toluca, Ill., Dec. 23.—About 50% of oats left in farmers' hands; practically no corn moving.—J. C. McCrea, mgr. Toluca Elvtr. Co.

Streator, Ill., Dec. 23.—Practically no corn moved to market. About 80% left in farmers' hands; nothing selling at all.—Mills & Clifford.

Woodhull, Ill., Dec. 7.—We have handled 107,000 bus. oats since harvest; about 50,000 bus. left in farmers hands.—Woodhull Grain Elvtr. Co.

Van Orin, Ill., Dec. 14.—Farmers holding corn and selling oats; 25% oats in farmers hands; no corn moving this month; will move next month; all old corn was delivered last fall.—H. G. Stauffer, Farmers Elvtr. & Sply. Co.

### INDIANA.

McGrawsville, Ind., Dec. 4.—We are buying some corn at 75c per hundred.—Chas. Sharp.

Indianapolis, Ind., Dec. 17.—Since the price of corn has dropped below 60c our farmers are very slow sellers.—B. B. Minor.

Indianapolis, Ind., Dec. 10.—This market handled over 3,000,000 bus. of wheat, 20,000,000 bus. of corn and 9,000,000 bus. of oats last year.—Frank A. Witt.

### IOWA.

Stanwood, Ia., Dec. 23.—New corn commencing to move.—J. F. Christianson, agt. King Wilder Grain Co.

Larrabee, Ia., Dec. 16.—Corn about 1/2 marketed; sleighing good.—W. J. Cunningham, agt. L. J. Button Elvtr. Co.

Toledo, Ia., Dec. 17.—Corn has not moved freely as yet but we have a good yield and of good quality. The farmers are holding back for more money.—F. O. Roy, mgr., Western Elvtr. Co.

### KANSAS.

Pretty Prairie, Kan., Dec. 16.—About 25% wheat in farmers hands; have been shipping in corn and oats.—E. B. Schmitt, agt. Rock Mlg. & Elvtr. Co.

### MINNESOTA.

Vesta, Minn., Dec. 21.—Much grain is coming to market; prices are good.—Ag. Bingham Bros.

Minneapolis, Minn., Dec. 1.—Receipts of grain at this market for November were 12,041,630 bus. wheat, 1,904,880 bus. corn, 2,351,660 bus. oats, 805,790 bus. rye and 2,652,930 bus. barley; compared with 12,331,020 bus. wheat, 696,920 bus. corn, 2,291,610 bus. oats, 583,140 bus. rye and 3,822,410 bus. barley for November, 1913. Shipments were 3,368,650 bus. wheat, 1,221,490 bus. corn, 1,842,270 bus. oats, 445,110 bus. rye and 3,308,500 bus. barley; compared with 2,538,080 bus. wheat, 432,010 bus. corn, 2,344,520 bus. oats, 442,280 bus. rye and 2,964,980 bus. barley.—Sec'y Chamber of Commerce.

### MISSOURI.

Columbia, Mo., Dec. 12.—Corn gathering has progressed satisfactorily; about 73% crop was harvested by Dec. 1.—Missouri State Board of Agriculture.

### NEBRASKA.

Wakefield, Neb., Dec. 18.—Not shipping any corn.—Chas. Busby, mgr. Farmers Elvtr. Co.

Horace, Neb., Dec. 19.—Corn just commencing to move; wheat about all sold.—A. B. Morfeld, agt. T. B. Hord Grain Co.

Bradshaw, Neb., Dec. 19.—Wheat moving lively out of this territory; farmers holding their corn.—J. H. Currie.

Helvey, Neb., Dec. 21.—Wheat nearly all shipped out; very little remains in farmers hands.—C. A. Helvey, mgr. Farmers Elvtr. Co.

Coleridge, Neb., Dec. 18.—Oats movement free; about 20% left in farmers' hands.—Guy F. Briggs, mgr. Farmers Grain & L. S. Assn.

### OKLAHOMA.

Tyrone, Okla., Dec. 22.—About 75% wheat crop sold here.—Geo. Meader, agt. Liberal Elvtr. Co.

### OREGON.

Portland, Ore., Dec. 19.—Receipts of wheat at this market for November were 2,498 cars; compared with 1,924 last year. The receipts to date are 10,816 cars. Portland shipped 2,465,815 bus.—F. C. D.

### SOUTH DAKOTA.

Wentworth, S. D., Dec. 10.—Have handled about 70,000 bus. corn but movement is about over.—L. F. Hartwick, mgr. Farmers Elvtr. Co.

### UTAH.

Ephraim, Utah, Dec. 10.—Have handled nearly 75 cars wheat, oats, barley and rye during August, September, October and November of this year which is gathered from a territory within a radius of 75 miles; not much in any particular place; our crops are pretty well moved with exception of 10 cars of wheat and oats per month from now until next June; this grain is being held by farmers in their bins.—Ben Rasmussen, mgr. Central Utah Farmers Exchge.

### WASHINGTON.

Tacoma, Wash., Dec. 19.—Receipts of wheat at this market for November were 1,165 cars; compared with 998 last year. The wheat receipts to date are 6,419.—F. C. D.

Seattle, Wash., Dec. 19.—Receipts of wheat at this market for November were 1,165 cars; compared with 830 last year. The wheat car receipts to date are 5,217. The total wheat and flour exports from Puget Sound for November were 2,513,807 bus.—F. C. D.

### WYOMING.

Basin, Wyo., Dec. 10.—Grain of all kinds will bring a good price until next crop is harvested at least; little or none will be shipped out.—N. J. Lang, Big Horn Mlg. Co.

## Imports and Exports of Grain.

Imports and exports of domestic grain and exports of foreign grain from the United States during October, 1914; compared with October, 1913; and for the 10 months ending Nov. 1, 1914; compared with the corresponding period ending Nov. 1, 1913, as reported by A. H. Baldwin, Chief of the Bureau of Statistics, were, in bus., as follows:

### IMPORTS.

	October, 1914.	1913.	10 mcs. ended Nov. 1, 1914.	1913.
Wheat	5,283	233,099	1,595,070	507,038
Corn	1,613,851	473,259	14,355,857	1,029,241
Oats	14,241	2,524,793	9,391,167	2,598,617
*Rice	13,074,605	13,047,165	227,676,565	198,725,035
Beans	77,826	49,020	1,353,090	677,482
Dr. peas	35,429	51,887	687,734	471,927

### EXPORTS.

	October, 1914.	1913.	10 mcs. ended Nov. 1, 1914.	1913.
Wheat	10,578,469	7,434,106	125,804,067	89,930,645
Corn	1,051,501	404,282	8,691,941	44,069,780
Oats	9,324,471	30,940	22,769,455	5,213,632
*Rice	7,217,210	1,216,202	37,861,151	30,428,006
Barley	2,854,219	590,313	13,557,958	11,817,872
Rye	1,612,063	11,994	4,223,770	1,918,159
Buckwheat	318	11	641	1,307
Beans and dr. peas	69,516	30,079	325,967	278,864

### EXPORTS OF FOREIGN GRAIN.

Wheat	4,000	717,689	21,584
Corn	1,560	12,371	21,584
Oats	760	767,481	2,750
*Rice	1,964,470	1,140,723	22,401,647
Beans	7,131	1,490	39,121
Dr. peas	12,705	10,442	234,630

\*Including cleaned and uncleaned rice, broken rice, rice flour, meal, bran, and polish, stated in lbs.

THE GOVERNMENT last December forecasted 543,000,000 bus. as the yield for wheat and missed its guess by 142,000,000 bus., owing to improvement in growing condition, 686,000,000 being harvested. When a crop is underestimated more than 20% the figures are misleading.

IMPORTS OF CORN into the Island of St. Pierre for 1913 amounted to \$2,079, compared with \$2,186 in 1912, of which the United States' share was \$1,822, in 1913, and \$1,855 in 1912. Imports of wheat flour amounted to \$39,395 in 1913, compared with \$47,909 in 1912, the United States' share being \$23,853 in 1913 and \$24,109 in 1912.—Consul Edw. C. Kemp.

## Exports of Grain, Weekly.

Week ending	1914.	1913.	1914.	1913.
July 4	3,794,000	3,358,000	470,000	550,000
July 11	5,753,000	3,535,000	672,000	647,000
July 18	5,087,000	2,130,000	474,000	444,000
July 25	7,711,000	4,199,000	277,000	207,000
Aug. 1	8,196,000	4,472,000	345,000	437,000
Aug. 8	4,347,000	6,278,000	384,000	118,000
Aug. 15	3,425,000	6,551,000	280,000	366,000
Aug. 22	2,866,000	5,731,000	612,000	218,000
Aug. 29	8,643,000	6,504,000	323,000	92,000
Sep. 5	9,049,000	3,984,000	769,000	278,000
Sep. 12	7,440,000	3,356,000	2,746,000	157,000
Sep. 19	5,230,000	2,812,000	2,660,000	138,000
Sep. 26	6,433,000	3,245,000	2,570,000	94,000
Oct. 3	8,304,000	4,245,000	4,078,000	147,000
Oct. 10	6,368,000	4,135,000	1,611,000	68,000
Oct. 17	4,291,000	4,620,000	2,000,000	165,000
Oct. 24	4,917,000	4,611,000	1,696,000	2,000,000
Oct. 31	5,691,000	4,777,000	2,167,000	1,696,000
Nov. 7	5,866,000	4,374,000	1,845,000	91,000
Nov. 14	7,585,000	5,472,000	1,728,000	134,000
Nov. 21	5,767,000	4,871,000	2,219,000	143,000
Nov. 28	5,874,000	4,061,000	1,819,000	202,000
Dec. 5	9,381,000	3,161,000	1,428,000	7,000
Dec. 12	5,515,000	4,598,000	933,000	173,000
Dec. 19	9,492,000	3,895,000	1,772,000	149,000
Tot.	163,300,000	108,975,000	35,878,000	9,726,000

## Switzerland's Wheat Imports.

When war broke out Switzerland had only that wheat on hand which was held in reserve by millers. More than 100,000 quarters of wheat was on the way thru Germany, but German military authorities held up its delivery. A special dept. was formed Aug. 4 in connection with the Swiss war office for regulating the wheat supply. Obtaining imports was found to be a complicated difficulty owing to maritime laws but by Sept. 1 the first wheat cargo was received from the United States, this containing 32,200 quarters.

This wheat was divided between millers by the government, with the restriction that only straight run flour would be milled, and the price of that flour was fixed by the government. The accumulation of more than one month's supply was illegal. Since the receipt of that first cargo 8 other steamers have arrived with United States wheat and 11 cargoes are now on passage. Three cargoes of oats have been received. The average monthly import of grain for 1914 is 153,500 quarters, while the monthly requirements are 192,000. The ports thru which this grain is received are Genoa, Italy; Bordeaux and St. Nazaire, France.



## A Day with the Grain Inspector.

BY H. H. GEAR.

Starting out in the morning, armed with our trier, sample sacks, and the wise look that we consider very important in a grain inspector, we visit the different railroad freight offices to get the numbers of the grain laden cars that have arrived in the past 24 hours. Then we go to the railroad yards for the first car. It is a fine car, being a new one, therefore easy to open. Climbing in, a few samples are drawn of fine yellow corn which is fairly dry. We figure the moisture to be about 17 per cent, mark this on the ticket and place it in the sample bag.

Our next car requires some hard work prying the door open, when we discover that the car has been loaded from the other side, so we tackle the other door and, at last getting it open, manage to squeeze thru a 12 inch space and draw out our samples. This car contains oats and at one end of the car we draw a wheat mixture. We draw a number of samples to determine how much of this mixture there is in the car and figure about one-third of this car has the wheat mixture. Mixing up what we consider a fair sample of the car it is graded No. 4 white, the wheat when mixed up not being enough to make it no grade. Noting that the car is in bad order, leaking in several places, it is entered in our track book.

Breaking the seal on the next car we discover that the shipper must have been a very careful man, for he has spiked the door at the corner and half way up the side. Upon entering we find a thin layer of black smut dust all over the top of the grain, carefully looking at it we note that it is about half velvet chaff and half blue stem. The wheat does not seem to be broken much and looks pretty clean so we grade it No. 2 northern with a half pound dock, and hope, as we do so, that the receiver will not "kick" when he sees the top of that car. In my experience in the grain business, it would always pay any shipper to see that his cars are leveled off and made to look as good as possible.

Our next two cars are fine blue stem wheat No. 1 northern with no chance to make a mistake on the grade. Then comes

a car of wheat that is, as we term it, right on the line. We compare it to the samples we have just drawn from the two previous cars and it does not look very good, but we grade it No. 1 northern because it has been cleaned and has the weight and we give the shipper the benefit of the doubt, and move on to the next car.

This car has been nailed up tight on one side and has about an eight inch opening with a little place sawed out where the spout went in to load it. We use up a lot of our energy and most of our limited stock of "swear" words getting inside and find it looks like white corn, but on drawing out a sample from the bottom there comes up in the trier a heavy percentage of yellow corn. As it doesn't take much yellow to make 2% we find when our sample is mixed up that the best we can make of the car is 3 color grade.

We now tie up our samples and make our way to another railroad yard about a half a mile away. We get a couple of cars No. 2 hard winter wheat from Nebraska. Now we get into a car of corn that does not sink when we walk on top and it is almost impossible to get the trier down into it. The corn is heavy with moisture, so we mark it No. 4 subject to moisture test.

Here is a car of velvet chaff wheat. We draw a good many samples before finally deciding upon No. 2 on account of smut.

Now we go to a car of corn that is literally sown broadcast in the yards. The drawbar has been broken and every time the car moves a stream of corn has run out. We make note of the probable amount that has leaked out, also noting that this car has no seals and is in a very bad condition generally, grading it No. 3 mixed corn.

The next three cars are yellow corn so close around the 19% moisture that we are unable to decide what the grade is, so leave it for the moisture tester.

Now we go back to the office where the samples are put into pans, the wheat and oats being weighed for the test weight per bushel. Filling up our six-flask moisture tester with corn, we take a sample from the remaining cars in sample tubes to be tested as soon as possible.

The samples are placed on the sample table and our work of inspection on these cars is done, except for possible cases of reinspection when our Appeal Com'tee decides what the grade shall be. We also preserve a part of the original sample for thirty days to refer to if necessary.

## Elevator Observations.

BY TRAVELER.

RUBBISH, weeds and grain doors piled about elevators contribute largely to the unnecessary increase in the fire hazards of many country elevators. The reason is that the owners give no serious consideration to the dangerous conditions they permit to exist about their plants. It is unnecessary to say that most of the careless ones are insured in stock companies. While approaching an elevator at Waterloo, Neb., recently, on the railroad side, I was confronted with an accumulation of corn husks, silks, cobs dust and grain doors under an addition which had been built to the elevator, and also under the driveway. Locomotive engineers cannot always select the spot where they would like to put on the blower and throw sparks all over the surrounding landscape, so the elevator surrounded with spark-attracting accumulations of combustible material gets its full share of sparks. Yet some people wonder why grain elevators burn. My wonder is how so many of them escape the flames.

\* \* \*

CORN CRIBS have been built so long according to one design, it is a decided relief to find something new or novel in this line. The S. E. Squires Grain Co. recently erected a corn crib at Mingo, Ia., which is 9 ft. wide, 160 ft. long and 11 ft. high. It is well supported on two heavy concrete walls, running the full length of the crib. Over these concrete walls are laid 2x8s about 16 inches apart, which extend beyond each wall fully 16 inches. By this arrangement of the supporting walls the crib can be easily emptied, as the three lower boards along the side are hung on hinges, so that corn can be dropped onto the drag belt, when it is desired to empty crib and deliver to sheller or wagon. In this way no corn drops to the ground and all is delivered without wastage at the destination desired. In addition to obviating the expense of a third foundation wall the full length of the crib, this arrangement reduces the opportunity for rodents to gain access to the cribs.

\* \* \*

DRIVEWAY railings need protection at every point, as some farmers will always persist in driving skittish colts in dangerous places, notwithstanding some of the colts always show a decided aversion to going into driveway and occasionally refuse to be driven. A team of horses which were being driven into the elevator of C. B. Johnson at Melbourne, Ia., recently, backed the wagon through the railing of the driveway, and the load



End Section of Squire's Corn Bin.



View of Corn Bin of S. E. Squires Grain Co., Mingo, Ia., Showing Concrete Piers.



of oats fell 10 ft. to the ground. This driveway railing was constructed of 2x6 lumber, well braced, and every piece of the lumber was sound and firm. Many driveways I have seen were constructed of 2x4s and 1x6s. Elevator men who have high driveways should provide a heavy sill along each side of the driveway, close to the railing, and protect the top edge of the sill with angle iron. If the sill is constructed of 4x4s, it will be practically impossible for the wagon wheels to climb over it, and it will absorb most of the shock, so that the railing will not be injured when a fractious team backs up in defiance of the driver's wishes.

Another good idea on driveway construction is to be found at Niantic, Ill., where the Niantic Elvtr. Co. has reduced its driveway repair bill to a minimum by using steel posts and sills in the construction of the driveway. The first cost is about double that of wood, but the ten-year cost of installation and upkeep is much less than of wood. Too many dealers build only for today. They are controlled entirely too much by the cost of installation.

\* \* \*

**GUARDING** fly wheels, cogs, belts and shafting is becoming more common with elevator men, and the practice is entitled to every encouragement. At Woodland, Ill., the Woodland Elvtr. Co. has placed a tin can over the end of the engine shaft, so as to prevent the clothing of workmen from becoming wound about the shaft. While this device is crude, still it affords protection. Some states now require heavy wire screening to be placed over all dangerous cogs, belting and flywheels. It is far cheaper for the elevator owners to guard their machinery and protect their employees than to pay for the lives and limbs so frequently sacrificed to moving machinery.

\* \* \*

**"SAFETY FIRST"** as an every day slogan is gaining friends and supporters. At Meredosia, Ill., recently H. R. Meyer of the Meredosia Grain Co., showed me a high gate he had erected about his man-lift, and provided it with a hook on the inside, so that no child could gain admission or fool with the man-lift. It is the natural instinct of every boy to want to run something that moves, and so long as he is permitted to obtain access to the elevator man-lift, he cannot be blamed for attempting to operate it, even though



Accumulation of Rubbish Under Driveway at Waterloo, Neb.

it cost him his life. Mr. Meyer has also provided a guard for those working about the elevator, should the man-lift refuse to work. A strong ladder has been fastened to the wall of the man-lift well, and should he miss a step of the ladder when he hastily climbs up, he cannot fall backward, because a strong protecting railing has been installed, upon which any man can easily catch himself and recover his equilibrium without injury.

\* \* \*

**INDIVIDUAL** ledger accounts with each farmer is an economy of time both for all patrons and for the grain dealer. One day last week I walked into the office of an Iowa dealer, just ahead of a couple of farmers, and we found the dealer busily engaged in checking up the loads of grain brought in by another farmer, who was seeking settlement for the grain delivered. The farmer had brought in some of his tickets, but not all. However, he wanted payment for every load. Experience seems to dictate that it is a good practice for dealers to issue tickets to farmers for each load, or else provide the farmers with grain delivery books, so that they can have each load entered in their book just the same as when they make a deposit of money at the bank. This Iowa dealer checked his

duplicate of the tickets returned by the farmer, and then searched through the carbon copies of many other loads for information regarding the balance of the grain delivered by this money-seeking farmer. The result was that other customers had to wait and be inconvenienced because the dealer had not kept an individual ledger account of grain received from each farmer. One of the real needs of the country grain man is more system in keeping track of his business transactions.

CANADA'S PRODUCTION of oats this year is 45,000,000 bus. less than last year, this decrease just about equalling the country's exports of that product in 1913. Thus it appears that Canada will have sufficient oats to provide for local needs but very little, if any for export.—J. C. Murray, mgr. grain department Quaker Oats Co.

THE 5TH ANNUAL good roads congress was held at Chicago Dec. 15 and 16, with the 11th annual convention of road builders and 6th annual good roads show. The attendance numbered 2,000, with delegates from all over the country. Speakers were A. D. Gash, chairman Illinois state highway com's'n; L. E. McGann, Chicago com's'ner of public works; Col. Wm. D. Sohler, of Massachusetts, and F. G. MacDiarmid, of Ontario.

**HOLDERS OF CORN** at Chicago are very firm in their ideas and unwilling to sell except at prices where they could replace it, in spite of the fact that their storage room is pretty well filled and they will have to move corn out before they can buy much more. Looking toward relief along these lines, they have chartered a number of boats for Buffalo that will load at once and remain in the river until spring. The congestion caused by enormous receipts has been generally cleaned up and the Chicago situation is, therefore, much improved. Eastern buyers are still in the market picking up corn for direct shipment and we understand that some of this corn has already been sold for export. There has been continued strong buying of northwest corn by Duluth and Minneapolis for storage and Canada has been buying as well, and shipping it into Manitoba, Saskatchewan and Alberta for feeding purposes.—W. H. Perrine & Co.



Railing to Driveway of C. B. Johnson's Elevator at Melbourne, Ia., Damaged by Skittish Team.



### Australia's Wheat Production.

BY W. D. HORNADAY.

It is not improbable that within the next quarter of a century Australia will have become one of the largest wheat producing countries in the world. While its annual output is now only 80,000,000 to 95,000,000 bus., the aggregate yield depending upon the season, the increase of acreage each year is increasing rapidly. Approximately 7,500,000 acres in the Commonwealth are devoted to wheat growing. The untilled area adaptable to this grain is enormous, covering practically the whole country, except, perhaps, the extremely tropical portions in the far north and excluding the central desert region, for which as yet no method has been put into practice for supplying the water necessary for growing crops on an extensive scale. It would seem, however, that the possible wheat growing area in Australia is larger than that of the United States. When it is considered that the population is less than 5,000,000 and the development of the land is in its infancy, the wheat production obtained is a pretty good indication of what may be accomplished.

The wheat farms of Australia are much larger than those of the United States. One man can look after a crop of 250 to 300 acres. The methods of plowing and preparing the ground and of harvesting and marketing the grain are entirely different from those practiced in America. The elevator system is practically unknown in Australia. Recently a movement has been inaugurated to bring about the adoption of the American plan and to have it conducted under the direction of the Government.

The agitation for handling wheat in bulk instead of in bags seems to be meeting with favor not only among the farmers but the market men as well. The many advantages and benefits that would be derived from bulk handling are so

apparent that it will probably become general within a few years.

One of the picturesque sights in the wheat producing districts of Australia at the close of each harvesting season is the great stacks of bags of grain that tower alongside the tracks at the shipping stations. It often happens that the unprotected bags are seriously damaged by rain.

Most of the wheat is grown in the untimbered portions of the country. The farms are generally stock-proof and rabbit-proof fenced. The construction of a fence that will keep out rabbits costs about \$300 per mile, and that which serves as a barrier for stock about \$150 per mile. These prices, of course, vary according to locality.

Considerable wheat share farming is done. The usual agreement between the landlord and tenant is for the former to provide the land cleared, fenced and ready for the plow, and he often assists the tenant in the erection of a dwelling. The tenant provides all the implements and horses necessary to work the place and all the labor. The rule of profit sharing is for the grain to be equally divided between the landlord and the tenant.

Each party to the contract usually provides the bags needed for his share of the crop. Sometimes the seed is furnished by the landlord and sometimes by the tenant. While the average yield per acre in Australia is a little less than thirteen bushels, the adoption of scientific methods of seed selection and soil culture and enriching, promises to increase this average within the next few years. It is not unusual to obtain as high as twenty-five to thirty-five bushels per acre upon the better conducted farms.

The Australian wheat surplus is exported to the United Kingdom, Peru and Chile. The flour mills of Australia also do a considerable export business, the total export of flour from the Commonwealth being about 175,000 tons per an-

num. Most of this goes to South Africa, the United Kingdom, Philippine Islands, Java and the Straits Settlement.

### Duty on Inferior Wheat.

According to the United States Court of Customs Appeals wheat is wheat whether it be No. 2 or so inferior it can be used only as feed. When imported it is all dutiable at 25c per bu. The ruling of the court was made upon an appeal by Wilfred Schade & Co., Chicago, who imported a quantity of "feed wheat" from Manitoba and objected to being assessed a duty similar to that levied on wheat of better quality.

The Atwood Stone Co., Superior, Wis., also imported wheat which was badly "bin-burned", from Fort William, Ont., and upon being assessed 25c per bu. made complaint, but the customs officers were upheld by the court.

### Shipper Gets Judgment for Delay in Transit.

Delay in transit by the C. R. I. & P. was the ground upon which Thomas Fey of Johnson County, Ia., recently obtained judgment of \$782.72, representing losses on 10 cars of corn consigned to Chicago, delayed at Davenport, Ia. The attorneys who obtained judgment for Fey are F. A. Cooper of Davenport and Ball & Ball of Iowa City.

When shipped to Chicago the market was 84c. Before the last car arrived the price had declined to 62c. Judge Howe of Iowa City first heard the case and it was returned to his court after the defendants had taken it to the federal court and that tribunal turned it back to the district bench.

If this instance may be considered a precedent it amounts to a decided victory for the grain shipper who has generally been denied redress in losses of this character.



Australia's Wheat in Bags, Stored Out in the Open, Awaiting Shipment.



## The Michigan Central Transfer Elevator at Chicago.

The burning of the old Michigan Central transfer elevator at Chicago convinced the railroad officials that a fire-proof house was needed to protect the railroad and its shippers from unexpected interruptions to business. The new reinforced concrete elevator recently completed at Kensington is a very rapid handling house and so arranged that bleaching, drying, cleaning, clipping, mixing and transferring can be carried on at the same time.

Erected primarily to promote the use of the Michigan Central route for grain from Chicago east this plant finds occasional use by grain shippers who are willing to pay switching charges to get the superior service of the Kensington Elevator. Grain is handled from any railroad thru this house, and from the Illinois Central and Chicago & Eastern Illinois roads direct. When the grain goes to another eastern road the latter pays the switching charge, which may be \$10 to \$15.

The 330,000 bus. of storage capacity affords a surplus of room used by different Board of Trade firms to hold grain a few days or weeks. The operators of the house, F. H. Mealiff & Son, are qualified by long experience in the grain business to give patrons the service they desire; but handle no grain on their own account.

The main building is 52x150 ft., and 167 ft. high, with two track sheds on each side 30 ft. 6 ins. wide. Reinforced concrete in the proportion 1:2:4 is the material composing the walls of the bin structure, columns, bins, floors and roof. Between columns in the cupola the panels

are of brick. The doors are of metal, as are the window frames and sash. The building is fireproof, not a stick of wood being used in its construction. The bleacher tower and the sulfur burner are built of reinforced concrete.

The track sheds are of galvanized iron on steel framing. Extending thru the track sheds are four tracks, two for unloading and two for loading, the cars on all four tracks being set by one double drum car puller serving two tracks simultaneously and having a capacity of 20 cars at one pull. On the two tracks next the house are 6 receiving sinks into which the grain is unloaded from 6 cars by means of 6 double Clark Power Shovels. From the sinks grain is elevated by 6 legs having 7x7x20-in. buckets on 6-ply rubber belts and discharged into 8 concrete rectangular garnerers in the garner story, each having 2,500 bus. capacity. Under each garner is a cylindrical steel hopper of 2,000 bus. capacity on Fairbanks Scales of 120,000 lbs. capacity each, equipped with recording check beams. On the scale floor is an office for the Board of Trade deputy weighmaster.

The weighmaster communicates his requirements to the operators on the first floor by means of the colored electric lamp signals shown in the engraving. A similar set of three different colored lamps is mounted on the main floor. An electric passenger lift reaches all floors.

Two additional elevator legs elevate grain for shipping. Six other legs having 7x7x18 in. buckets on 5-ply belt, all in steel leg casings, handle grain to and from cleaners, drier and bleacher. Each elevator leg has its independent electric motor of 50 h. p., of the alternating current sparkless type using a 3-phase current of 440 volts, and making 480 revolu-

tions per minute, there being 21 motors in all.

On the main floor are three line shafts running the full length of the building, one in the center and one on each side, the side shafts for the car pullers and the center one for the cleaners, driven by 75-h. p. motors.

To serve the Reynolds Bleacher just outside the house at one end are two elevator legs and screw conveyor over bins, all driven by a 35-h. p. motor.

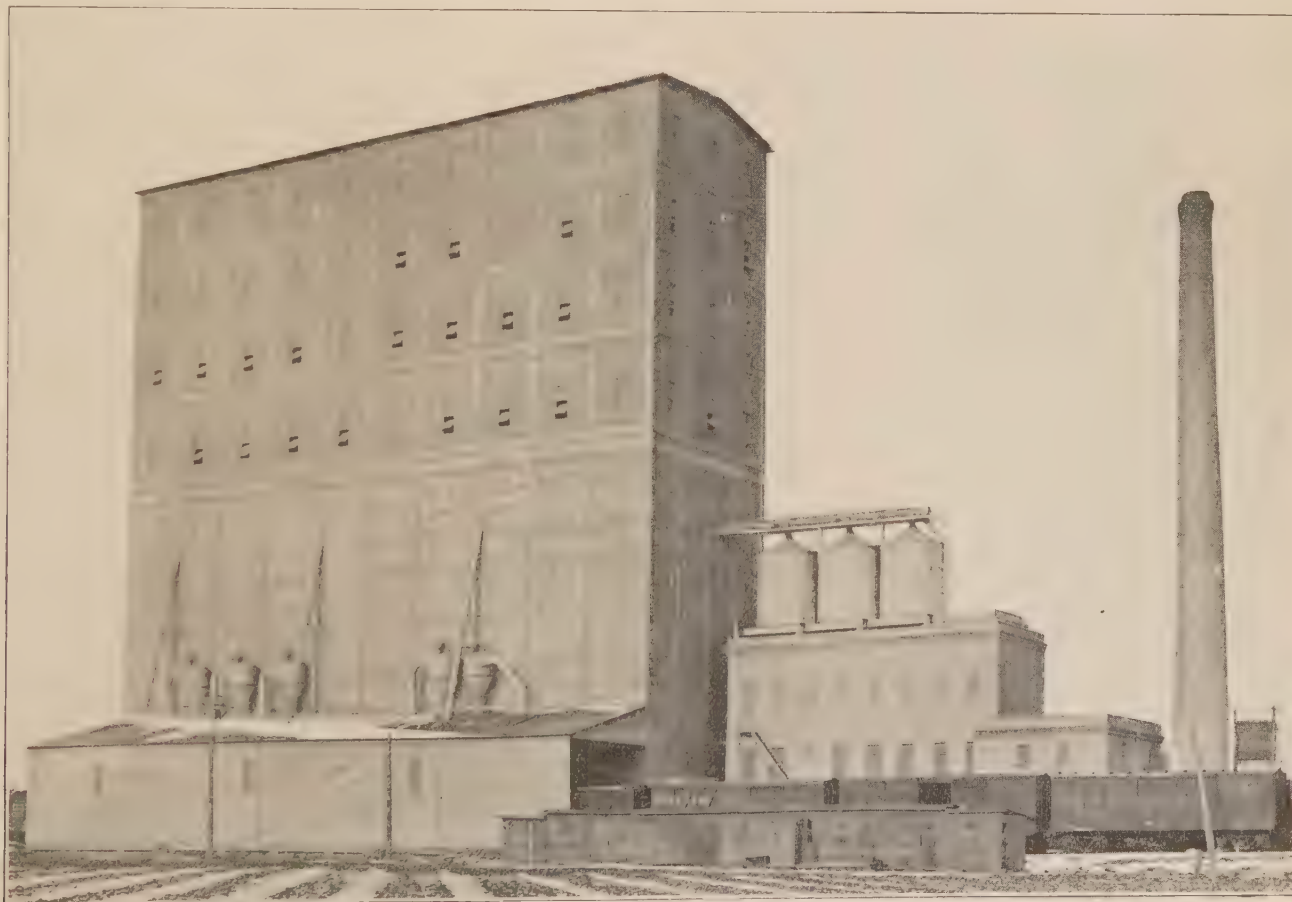
To serve the Hess Drier at the opposite end of the house are the two drier elevator legs and screw conveyor over drier house on garner floor driven by a 50-h. p. motor. The special cross rope drive for the drier elevator is shown in the engraving. A 50-h. p. motor, starting box mounted on wall, gear driven countershaft and 14-strand rope drive to elevator head are shown in the engraving.

The receiving and shipping legs each have a capacity of 10,000 bus. per hour, the others 6,000 bus. per hour.

Trolley spouts running on circular tracks in the distributing floor, shown in the engraving, direct the grain from the scale hoppers to the 71 bins, ranging in size from 15x13 ft. to 3x2 ft., the large bins holding over 10,000 bus. each.

One conveyor belt in the basement, 36 ins. wide and 130 ft. long delivers grain from any bin in the house to the 3 shipping legs and also to drier leg. It has 3 stationary trippers, and is driven by countershaft and friction clutch from the same 75-h. p. motor on the first floor that drives the two No. 11 Monitor Double Aspirators, screw conveyors, car puller and two Monitor Dust Packers.

A screw flight conveyor in the basement moves the grain in the direction opposite



Michigan Central Transfer Elevator and Drying Plant at Chicago.



to that of the conveyor belt. This screw conveyor is 140 ft. long and like the others is 18 inches in diameter, running in a steel box. The screw conveyor from bleacher is 70 ft. long and runs in a cast iron box. One screw conveyor runs the entire length of the garner, 110 ft. One conveyor, 60 ft. long delivers corn into drier hopper. A portable Automatic Scale is used for mixing.

Cars are loaded on the two outer tracks thru 6 spouts having bifurcated Loading Spouts. The handling capacity during 8 hours is 40 to 60 cars. Between 4 and 8:30 p. m. operation ceases, as the electric power is purchased from a commercial lighting company; the smokestack and boiler plant shown in the engraving being reserved for the large drier and the bleacher.

The Hess Drier shown in the engraving is one of the latest and one of the largest Hess Driers ever installed, equalled in size by only one, which is at Louisville, in the plant of the Louisville Public Elevator.

This machine, of which three units only are completed, has a total capacity to dry and cool corn at the rate of 70,000 to 75,000 bus. daily, and of wheat and oats approximately 100,000 bus.

The drier is constructed in separate units, any one of which may be operated independently or all may be run as one machine. Each unit is provided with separate coils, aggregating 30,000 feet of steam pipe.

The new type of coils designed by the Hess Company is used in this drier. These coils are self-cleaning, with no spaces where dust may accumulate, and the use of cast iron headers long used in all types of driers has been eliminated, and the coils, therefore, may be operated with any boiler pressure that can be put upon them, and are less susceptible to damage from freezing.

The structure of the drier itself is entirely of galvanized steel, self-cleaning, and with all of the grain visible and accessible during the drying and cooling operation.

The drier has been used to some extent on oats, but owing to the dry condition in which corn has been received this fall, a moderate amount only of corn has been dried.

Extra storage tanks above the roof of the drier building have been provided for convenience in operating.

The drier is housed in a brick building 29x62 ft. and 46 ft. high, spaced 6 ft. from the main building and connected therewith by two 18-in. screw conveyors extending just within the walls of the elevator, one above the garner tanks and the other under the discharge hoppers on the basement floor. Steam heat for the drier is furnished by two 250-h. p. Heine Water Tube Boilers, and the drier fans are driven by an electric motor of 75-h. p. making 690 revolutions per minute.

Dust from the 3 No. 11 Monitor Oat Clippers and 2 aspirators is separated by 5 dust collectors discharging into a screw conveyor that feeds two packers on the first floor. The dust, compressed tightly into sacks containing nearly 100 lbs. are trucked into a car kept standing on the stub track before the drier building. Sweepups gather the dust from the floors.

In the engraving is shown the electric meter panel in the superintendent's office on the main floor. The meters register the power consumption and the maximum power demand. Mounted on the same

panel are wattmeter and voltmeter. The wattmeter enables the superintendent to regulate the operation of the elevator so as to keep the maximum demand as low as possible, and the voltmeter enables him to keep a check on the pressure of the current supplied. Current is supplied from the distant power station at a voltage of 12,000 a d transformed at the plant by means of three transformers to 460 volts.

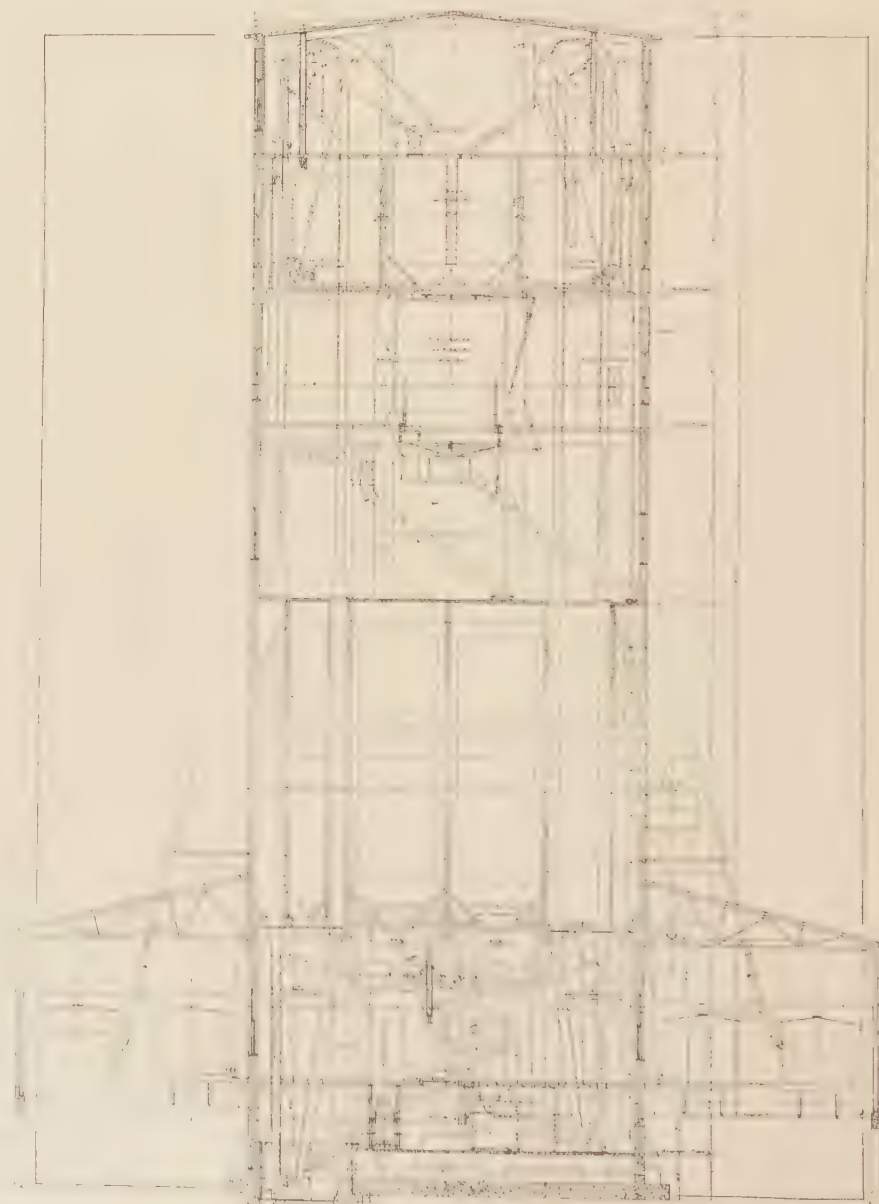
The plant was designed and erected by the Witherspoon-Englar Co. The Huntley Mfg. Co. furnished the grain cleaners, clippers, and packers.

I WOULD NOT be without the Grain Dealers Journal.—W. T. Giese, mgr. Valley Grain Co., Wilsall, Mont.

AN EAR OF CORN with 1,046 seeds was found recently on the farm of Pat Kelly near St. Thomas, N. D. The ear was 13 inches long, 9 inches in circumference, and had 20 rows of seeds. The field from which this ear was taken yielded 120 bus. per acre. Incidentally Kelly is located in a state which is a strong believer in crop improvement methods.

## Buro Reports on Government Grades.

Under the head Grain Standardization, the last report of Chief Wm. A. Taylor of the Buro of Plant Industry, Washington, D. C., presents a complete outline of the advantage of the new corn grades. "The specifications," it states, "for these grades, being capable of definite interpretation, will enable the shipper of grain to determine for himself what grade to expect when the corn reaches the inspection point, and the buyer to determine for himself whether or not he has received the grade he contracted for. It is also expected that these grades, when applied, will place a premium on good farm methods and practices, which is the reverse of what has been true in the past, the common practice having been to pay practically the same price for all corn delivered at country stations, regardless of its water content or its soundness. Moreover, it is confidently expected that they will create a much higher standard of transactions in grain and that a No. 3 or lower grade will be offered for sale when No. 2 is not available, instead of varying the interpretation of the grades



Cross Section of Michigan Central Elevator at Chicago.



at different seasons of the year, which has been a common practice heretofore.

"These grades for corn, as fixed, represent the quality and condition of corn as delivered at country elevators and as received at country markets before it has been manipulated in any way. They have likewise been fixed on such a basis that the difference in intrinsic value between the different grades is practically uniform.

"Commercial grades for grains other than corn will be fixed as soon as the necessary data can be secured on which they may be based according to intrinsic value with scientific accuracy. This work, especially that with wheat, will be pressed vigorously during the present year.

"In order that the specifications in these

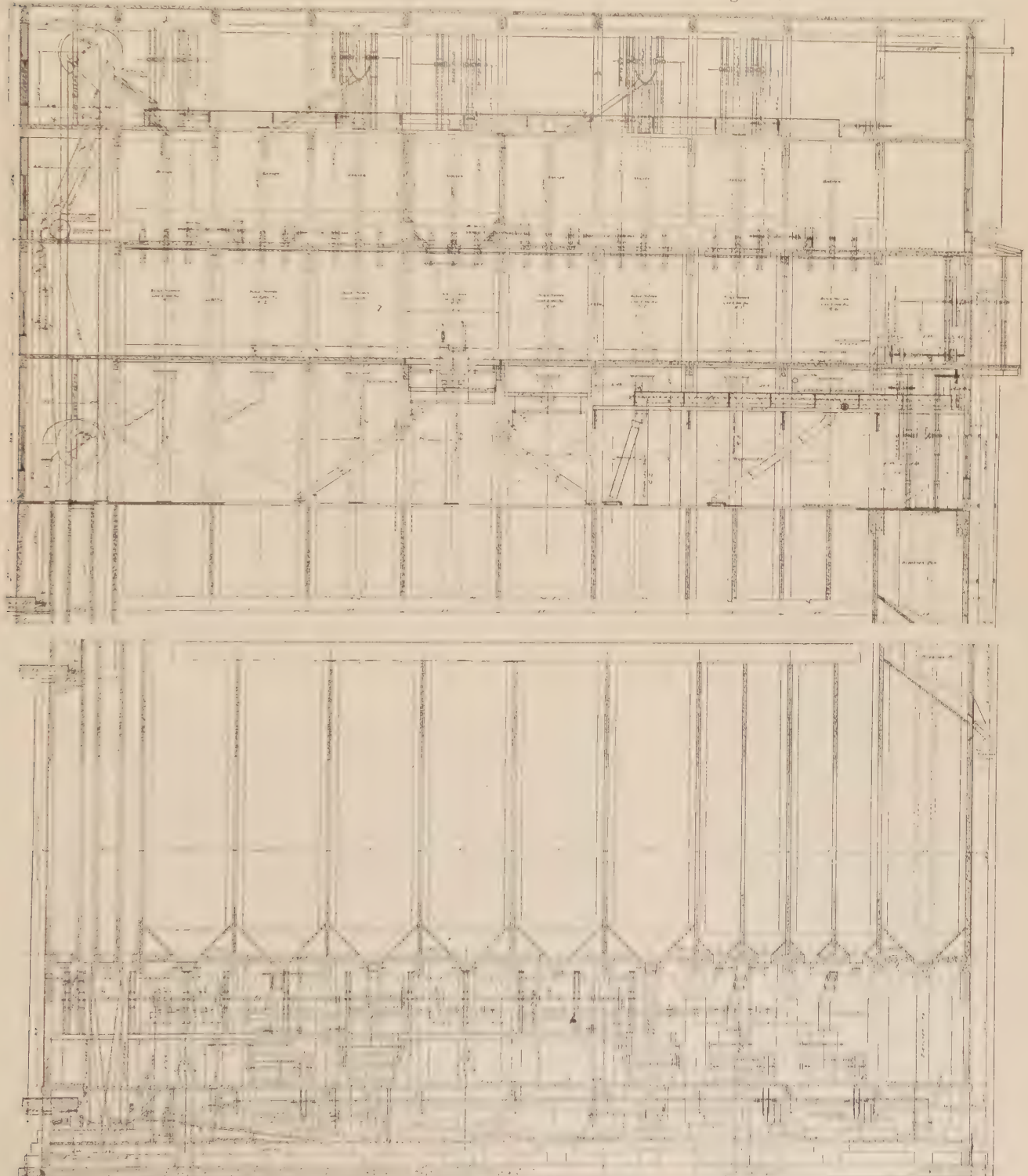
grades may be uniformly interpreted in the various sections of the country and that there may be a central authority for the settlement of disputes as to grade, there should be some suitable Government supervision of grain inspection. To accomplish this, additional legislation is necessary.

"The acidity test, which has been found to constitute a definite determination for soundness in corn, has been extended to wheat and oats and promises to be equally effective with these grains."

DEEP RIVER, IA.—We are well satisfied with the results of our advertising of seeds in the Grain Dealers Journal.—C. E. Atherton & Co.

## Blockade Dissolves Obligations.

Should a port of destination be blockaded, and a carrier therefore be prevented from discharging its cargo, the American and English authorities state the obligations of the charter party, as a strict common-law contract, are dissolved. In effect such blockade relieves each party from the obligation of delivering cargo or to receive it at the specific place designated in the charter, without any liabilities for damage by either to the other. The U. S. District Court, for the Southern District of N. Y., holds that in substance and effect this is a dissolution of the specific contract as a common law obligation.



Longitudinal Sectional Elevation, Michigan Central Elevator at Chicago. [For description see pages 917-918.]



### Cost of Handling Grain.

BY A. L. WILLSON.

Contributions on this subject have been of much interest to me and I think it is one of the subjects pertaining to the business that cannot have too much attention.

I feel that I am in a position to talk understandingly and with records to support what I shall try to present. I kept books for a line elevator firm for eight years, operating from three to twelve elevators. I expected to engage in the business for myself some time and was very anxious to form correct ideas of the cost of operation and shrink. I kept very close tab on the detailed expense account of each plant and the number of bushels it handled, to arrive at an average cost per bushel. I also kept tab on the shrinkage of each kind of grain at each point for the same purpose.

Without going into detailed figures I will outline how our expense account was made up and of what it consisted.

AGENTS' SALARIES were about \$65 average at the time, now they would be \$75. This we charged to the station expense account with whatever money the agent had to pay out for his needs at the elevator. Very little was expended for second help, as there was only one point where we kept a second man and the average cost per bushel there was less than at other points, on account of the larger volume. At the head office we kept our general expense account, consisting of interest on all money employed in the business except the cost of the plants.

OUR CAPITAL STOCK practically represented the cost of the elevators so the money used in operating the business was about all borrowed at 6 per cent and the interest charged to general expense. We kept all grain fully insured and the houses also, which was charged to general expense. Two salaries of \$75 per month each were put in the general expense. In addition to this we had office rent, \$10, two phones, the long distance phoning charges in selling and communicating with agents, telegraph bills for the same purpose and bank exchange of about 10c per hundred dollars.

NECESSARY REPAIRS were charged to the station, but no fund was set aside for depreciation or rebuilding fund and no interest was charged on the capital stock or money invested in the plants. Two of these houses have had to be rebuilt since I was with the company, and the money had to come from current profits at the time. Insurance companies figure 5% depreciation, and we don't think it is any too much for a wooden country elevator. It would have to last 20 years on that basis, and if it is not worn out by that time it will be so out of date it will have to be rebuilt.

At the end of the year we divided the general expense among the stations charging each station with an equal share of the general expense. This made the expense per house average for the time I kept the record very close to \$2,250 per elevator. In other words, a station had to handle 75,000 bus. at 3 cents per bu. to pay the expenses.

IN ADDITION to this to come out even on this volume of business, there was a shrinkage of  $\frac{3}{4}\%$  on wheat and  $\frac{1}{2}\%$  on corn, not including ear corn. It is not safe to figure any less shrinkage. I would also have to mention off-grades, which are bound to occur, and do occur,

besides some short deliveries on contracts which have to be made good to maintain a reputable character as a grain firm.

I have been in the business with our own company for eight years, yet the records of our office do not vary from the above enough to mention. On this basis I would like to call attention to the fact that on 75,000 bus. volume it will take 4c per bu. to cover expense, shrinkage, and off grades. But this is the line elevator basis.

Suppose I owned one elevator and operated it myself. Any man's time these days that is competent to operate a grain business is worth \$75 per month, and he ought to write his wife a check for that amount and give to her every month and charge it to expense. I feel that elevator owners depreciate the value of their own time employed the year around looking after their business.

AT THE NATIONAL Convention in Kansas City I met several eastern dealers. One a very bright, intelligent young man from Indiana. He said he made 12 to 15% on his investment right along, which fact he seemed well pleased with and spoke of with some pride. I inquired if he allowed himself a salary be-

sides this and he said, "O, no." If he had \$7,500 of his own money invested in a plant and to operate his business with, and made 12% on it he would be making just what one of our agents does on a salary for us, \$900 per year without any investment or risk, and the general run of elevator men are certainly entitled to \$900 a year.

I have heard an estimate to the effect that the elevators in Nebraska average 80,000 bus. per year. I do not have authentic figures for this, but from my own experience I think it is near the right amount for the state. Five cents per bu. profit would net the operator \$800 profit on this basis. I think educational efforts along this line should be made. Confront your farmer friends with the statement that you have 5 cents per bushel margin and what does he think of the statement? Nine farmers out of ten, and a large percent of business men in the same town would consider this unreasonable on off-hand judgment. The bank in your town publishes monthly a statement showing regular profits accruing from 15 to 25 percent on the capital. And they circulate them with pride among their patrons. What about the



Distributing Spouts on Bin Floor.



Courtesy Electric City Magazine.

Riveted Steel Plate Scale Hopper, Scale Beam, Signal Lights, and Mechanism for Operating Garner Valves of Michigan Central Elevator. [For description see pages 917-918.]



elevator man who should circulate his financial statement showing 10% profit, say on \$8,000 investment, or 5c per bushel initial margin. He might ruin his business at this time by doing a thing of that kind.

EVERYBODY CONCEDES the need of banks, stores, etc., that make more money on an average than the elevator man. I want to ask, "Is the grain elevator a necessary unit of our present economical system? Does the country town where 160,000 bus. of grain are marketed need two elevators? Are they a help to the town, to the farmers around about? Do you want them or not?" Ask them and they will say, "Why, of course, we have got to have elevators." If that is so, then why are the operators not entitled to a fair margin of profit for their efforts in keeping up one link of our economic business system?

I believe the average merchant or farmer is willing that his neighbor grain dealer should have a profit for his capital and labor. But a lack of education exists. I wonder if the grain man would publish a statement of his business to the community if it would not be a means to an end. I wonder if we had elevator examiners to go over our books and make an affidavit to the correctness of the elevator man's sworn statement, show-

ing the expense per bushel and the net profit, if it would not bring the grain man up to the same moral standard with other business operations in the town? I wonder if this would not educate the outsider to the point of giving the grain man the just consideration he deserves in his particular sphere?

From the previous remarks you have guessed that one phase of the business I have in mind is the increase in farmers' elevators and in some localities the quite general antagonism of the business men, as well as the farmers of the community. I can imagine a conversation between an elevator man and a farmer who is boasting for a farmers elevator:

Question: I understand you are organizing a farmers elevator company to go into the grain business.

Answer: Yes.

Q. What is your reason for this? We have two houses here now and not any more than enough grain comes here to support us.

A. Grain men are taking too much margin from the farmer. My daily paper shows you are buying grain on 3 to 5 cents right here to-day. It's too much. We have got to protect ourselves.

Q. Do you know that it takes 3 or 4 cents to pay our expenses before we have any margin left?

A. We do not believe it. We don't see any reason why a cent a bushel is not enough and we can't afford to pay you 5c just to dump our wheat and load it into a car.

The farmer is honest and the grain man is too, but there is a lack of confidence, due to a deep-seated prejudice or a lack of correct information.

The result is a farmers elevator, when education begins with Experience as teacher, and the course of study and worry long. We all know that the farmers elevator cannot operate as cheaply as a regular dealer or does not. Figures on this point are decisive. From their own reports over half the farmers elevators in the Dakotas were losing money last year. We know of one old line firm who has been going into towns where there were farmers elevators and buying the regular operator out where he wanted to sell cheap enough. Their secretary told me personally that the farmers elevators were eventually the best competition they had on account of having to recoup losses paid in the school of experience. When their education is finished they are just as much in need of a margin to meet expenses as the regular dealer and they generally have more expenses to pay.

I believe in educational activities by state and national grain associations. I believe the regular dealers should support an association, that every effort should be made to get the farmers' representatives to attend these meetings and express themselves. I believe the grain business is legitimate, as honorable as any other business in the land, and that it is with the members of the trade to assume that attitude and educate the merchants and farmers to the fact. Work on the square and hammer away. Sentiment is transitory but legitimate business on a square business foundation will always endure.

WE ARE MUCH PLEASED with the Grain Dealers Journal.—Shive & Keys Mill & Grain Co., Waxahachie, Tex.

THE GRAIN DEALERS JOURNAL is a mighty good thing to have around.—Conrad Lenhart, mgr. Farmers Warehouse Co., Moody sta. (Irby p. o.), Wash.

THE GRAIN DEALERS JOURNAL is a great help to me in my office business.—W. A. Ross, agt. Crabbs, Reynolds, Taylor Co., Ash Grove sta. (Battle Ground p. o.), Ind.



Top Story. Cross Rope Drive, Screw Conveyor and Discharge Spouts.



Courtesy Electric City Magazine.

Garner Story. 50-H. P. Motor Connected by Gear Driven Countershaft and Rope Drive to Elevator Heads in the Top Story of Michigan Central Elevator at Chicago. [For description see pages 917-918.]



Meter Panel in Superintendent's Office of Michigan Central Elevator.



## N. B. Hieatt Dies.

Napoleon B. Hieatt, retired grain dealer of Assonet, Mass., died suddenly on Nov. 23 at his home in that town of acute indigestion. He was ill less than an hour and had attended to his various duties thruout the day.

Mr. Hieatt was born in Boone county, Kentucky, moving at an early age to



N. B. Hieatt, Assonet, Mass., Deceased.

Brooklyn, N. Y., where he entered the tobacco business. In 1876 he married Miss Hannah Miller of North Fall River, Mass., and shortly after moved west where he became active in the grain trade. He engaged in the grain business at Willis, Kan. and became the first pres. of the Kansas Grain Dealers' Ass'n, of which organization he was an honorary life member. Mr. Hieatt also was one of the directors of the National Ass'n during its early days of trials and tribulations. In helping to promote the cause of organization in the grain trade Mr. Hieatt gave freely of both time and money and had hundreds of friends in the trade thruout the country.

Several years ago Mr. Hieatt disposed of his grain interests and has since been living in Massachusetts, retired from active business, but always kept posted on conditions and changes in the trade in which he had spent the greater part of his life. He is survived by his beloved wife.

POWER OF ATTORNEY in judgment notes is not subject to the tax of 25c imposed upon powers of attorney. This is a decision of the internal revenue com's'ner, who announced when giving his decision that it revokes all previous rulings to the contrary. This is greatly in favor of those who find it necessary to use judgment notes in credit sales.

FINLAND'S yield of rye for 1914 was 1,313,000 qrs.; compared with 1,250,000 qrs. in 1913; barley, 492,000 qrs., compared with 658,000 qrs. in 1913, and oats, 2,270,000 qrs., compared with 2,777,000 qrs. in 1913. The actual requirements of those 3 grains is rye, 3,007,600 qrs.; barley, 833,000 qrs., and oats, 3,392,000 qrs., showing that the nation will be compelled to import.

## Grain Carriers

MILWAUKEE shipped 1,032,913 bus. of grain across the lake in November via the Pere Marquette line, an increase of 50% over October.

BUFFALO was hampered by low water during the last week of lake navigation, caused by strong east winds and as a result unloading was slow and difficult.

KILDEER and adjacent North Dakota towns shipped a record breaking trainload of grain recently to Minneapolis. The train consisted of 84 cars or 100,000 bus.

THE I. C. R. will make no shipments of grain this winter owing to the loss of its elevator at St. John, N. B., according to C. B. Brown, chief engineer of that road, at Moncton.

THE KANSAS CITY board of trade has filed a brief in its claim for reparation of freights on coarse grain from Iowa to Kansas City, alleged to have been unreasonably high.—P.

BUCKWHEAT AND CORN flour rates on consignments from eastern points to California or intermediate stations have been investigated by the Interstate Commerce Commission and the proposed increases partly justified.

VESSELS added to American registry since enforcement of the act of August 18, 1914, number 102, with a gross tonnage of 365,281. These vessels are all foreign built and the figures are complete to Dec. 18.

PENNSYLVANIA RY. has ordered 1,050 steel box cars, P. & R. has ordered 200 underframe box cars, Clover Leaf 1,700, and the La. Ry. & Nav. Co., 900 box cars. Other roads are expected to fall into line rapidly with big orders for new rolling stock.

LOCAL INDUSTRIAL railroads in the Chicago shipping district were declared common carriers Dec. 9 by the Illinois Public Utilities Commission and entitled to receive allowances and participate in the thru rates of the trunk lines.

PROPOSED INCREASED RATES on grain and dried beans from points in Michigan to points on the M. C. Ry. have been found excessive by the Interstate Commerce Commission, and an order will be issued for cancellation of the tariffs not later than Feb. 15, 1915.

THE EMBARGO on grain at Galveston, Tex., has been re-established by the A. T. & S. F. Ry., and its connections. This is the fourth embargo since the European war began and is caused by the scarcity of vessels. Officials of the roads state it may last until Jan. 1.

THE PHILADELPHIA Commercial Exchange is preparing to file a formal complaint with the Interstate Commerce Commission against diversion charges by railroads of \$2 per car. The tariffs went into effect Dec. 1, despite a previous protest filed by the Exchange.

MEMBERS of the Buffalo Corn Exchange are opposing the movement of various lake carriers which seeks to absolve them from responsibility for discrepancies in grain cargoes arriving at Buffalo. The carriers contemplated this move at their meeting in Detroit, and will further consider the matter at the annual meeting of the Lake Carriers' Ass'n, Detroit, on Jan. 6, 1915.

THE OFFICIAL Classification Committee met at New York Dec. 10 to consider advancing the classification of hay from 5th to 4th class, with a minimum of 22,000 lbs. A decision is expected shortly. Not many years ago it was advanced from 6th to 5th. When will the railroads be satisfied?

ELEVATION ALLOWANCE of  $\frac{1}{4}$ c per bu. will be granted on grain and seed by the C. G. W. Ry., at Kansas City and Leavenworth, Kan., Kansas City and St. Joseph, Mo., Omaha and So. Omaha, Neb., and Council Bluffs, Ia., after Jan. 1, 1915. This allowance is covered in Sup. 7 to tariff 50-C.

SAN FRANCISCO Chamber of Commerce has complained to the Interstate Commerce Commission on behalf of the C. A. Hutton Flour Co., Globe Grain & Milling Co., Sperry Flour Co., Pacific Cereal Ass'n and Western Feed Co., against switching charges for receipt and delivery of grain at \$2.50 a car.—P.

MERRIAM & HOLMQUIST Elevator Co. was recently granted a judgment for \$3,500 against the Union Pacific Ry. The suit asked for \$83,000 damages, alleging that the railroad allowed larger allowances to other grain companies than to the complainant, and the award represents 5/12c per 100 lbs. on grain thus handled.

THE WHITNEY Grain Line was awarded damages on Dec. 15 at Buffalo, N. Y., for \$9,000 against the Great Lakes Const. Co. The plaintiff alleged the construction concern caused the presence of a huge boulder in the barge canal near Martinsville, which ripped a hole in the boat Margaret Whitney, loaded with wheat.

MICHIGAN RAILWAY COMMISSION was justified in reducing rates on the Detroit & Mackinac according to the United States Supreme Court, which ruled that the order of the Interstate Commerce Commission, sustained by the Supreme Court of Michigan, could not be nullified by the federal courts of that state.

THE CELILO CANAL, from Portland, Ore., to Ringgold, Wash., will be opened next year for grain transportation by vessel. This season 60,000 sacks of wheat were hauled 15 miles to the railroad. When canal is opened a warehouse will be needed to handle the grain.—W. T. Anderson, agt., Watson & Co., Ringgold, Wash.

INTERSTATE COMMERCE COM'S'N'S report of Nov. 15 shows 7,600 complaints for the 11 months ending Oct. 31, compared with 7,415 for the corresponding 11 months of 1913. Reparation under special docket cases amounted to \$411,372.54, compared with \$91,302.35 for the corresponding months of 1913. Cases dismissed numbered 1,908.

RAILROADS in Central Freight Ass'n territory will realize a 5% increase in certain freight rates thru a formal order of the Interstate Commerce Com's'n, and they are authorized to enforce these increases on 5 days' notice. The rates in question apply on freight between points in central territory and points in western and southwestern territory.

THE C. C. C. & St. L. Ry. has filed a brief in the case of the Urbana Broom Corn Co., and the White Valentine Co., which companies attack as unreasonable the classification of broom corn and the rate of 39c per 100 lbs. from E. St. Louis, Ill., to Urbana, O. They call attention to the rate of 25½c from E. St. Louis to Cincinnati. The complaint asked that the rate of 29½c be established and that \$393 be refunded because of overcharges. The railroad opposes all the requests.—P.



EVANSVILLE, IND., grain dealers have presented argument to the Interstate Commerce Com's'n tending to show why elevating allowances should be permitted in their city and Henderson, Ky. The I. C. Ry. in granting the allowance at Cairo, E. St. Louis, Ill., Memphis, Tenn., St. Louis, Mo., and Omaha, Neb. they state is discriminating against their cities.

RAILWAY COM'S'NERS of 15 states met at Omaha, Neb., Dec. 12, to formulate plans for opposing the railroads in the matter of proposed increased grain freight rates. The Nebraska com's'n presented figures showing that the proposed rates would be unjust to the farmers of that state. The meeting was presided over by Clifford Thorne of the Iowa State Board; H. G. Taylor of the Nebraska Com's'n acted as sec'y.

BEAN SHIPPERS of Michigan evidently load cars with sacked beans without carefully examining the inner side of the door to detect projecting nails. When sampling cars on arrival at Chicago I sometimes find sacks ripped clear across as if cut by a knife. A sack caught on a nail will settle with the jarring of the car in motion, tearing the sack. When near the door the contents of the torn sack are spilled on the ground.—Fred M. Foster.

WHERE C. & N. W. cars loaded with grain or seeds at elevators or warehouses must be returned to the elevators or warehouses on account of error for which the carrier is not responsible a charge of \$2 per car will be assessed, effective Mar. 31, 1915. This charge will include switching and re-coopering. Another ruling effective Mar. 31 is, "When cars loaded with grain or seeds, set at elevators or warehouses, are run by for inspection, or on account of being out of condition or for any other cause beyond the carrier's control are set back, a charge of \$2 per car will be made, including switching and re-coopering."

## New Floating Elevator at Philadelphia.

A valuable addition to the grain transfer facilities of Philadelphia by the Philadelphia Harbor Transfer Co. is the new floating elevator "Commonwealth," shown in the engraving.

This new all-steel vessel is not only the largest but the most up-to-date in the harbor. Its capacity is 12,000 bus. per hour elevated, weighed, cleaned and delivered to ocean steamers. The tower rising to a height of 84 feet above the water line from this elevation can readily deliver grain to steamers of the largest type.

The "Commonwealth" is 100 ft. long, with 30-ft. beam, and has a depth of hold of 12½ ft. Its steel construction makes the elevator practically fireproof and adds to its strength and durability. The 100-h.p. engine furnishes ample power to drive the elevating machinery, the blower fan, and an electric generator, providing electric lights both inside and outside of the boat and facilitating night work. The 80-inch fan is placed inside the tower and connected with a Cyclone Dust Collector 12 ft. in diameter erected outside the tower.

The weighing equipment is of the most approved character. Every effort has been made not only to satisfy the present needs of the trade, but to anticipate future needs. While efficient and economical in operation, provision also has been made for the safety and comfort of the crew.

THE INTERSTATE COMMERCE COM'S'N has not suspended the increases in minimum weights on grain published by eastern carriers to apply to points in Indiana, Ohio, Michigan, western New York, Pennsylvania and West Virginia, effective Dec. 16. The minimum weight on grain and grain screenings is therefore now 60,000 lbs., except on oats and oats screenings, on which the minimum is 48,000 lbs.

CAPT. J. H. BERNHARD, of Dubuque, Ia., has been instrumental in organizing a company to build a fleet of steel river barges to revive traffic on the Mississippi River from St. Paul to the Gulf. Last summer Capt. Bernhard made the trip in a large steam driven barge and was so pleased with the success of the venture that he induced many cities along the route to construct suitable landing places for barges. Grain will be the principal freight.

SUSPENSION NOTICE of the Interstate Commerce Com's'n covering rate increases for western classification territory suspends the advances announced on grain and grain products from all interstate points to points in Louisiana. The advances were so numerous that the roads did not cover them in separate tariffs but published the increases under a "special notice" briefly announcing that the rate on all grain and grain products would be increased 1c per 100 lbs.

TESTIMONY was taken by the Public Service Com's'n of Missouri on Dec. 9 in complaint of the Merchants' Exchange,

charging the C. M. & St. P., Wabash, and C. B. & Q. Rys. with discriminating against St. Louis on grain rates. A decision is expected within a few days. A. A. Alley, grain dealer of Mercer, Mo., testified that he shipped little grain to St. Louis because the freight rates placed that city at a disadvantage, and D. H. Clark of Galt, Mo., gave similar testimony.

En a time ov grate peece an planty  
Vy skud ana man ha der rite  
Tu kall oet so many peeple  
An order dem forward tu fite?

Ay tank ef dem war bosses,  
Prasident, King, Emperor or Zar,  
Had tu fite et oet 'mong demselves,  
Ve skud navar ha ana more war.  
—From Knute's Buks.

THE INCREASE of exports over imports for the single week ending Dec. 19 show a balance in favor of the United States of \$27,028,263, or \$7,000,000 more than the increase of the preceding week. The favorable balance for the first 3 weeks of December is \$69,870,091, exports showing \$141,678,800, against imports of \$71,808,709.

THE GRAIN COM'ITE at Chicago, of which H. J. Patten is chairman, working in conjunction with the Belgian food relief movement, has interested Illinois farmers in the project, and the growers promise to contribute wheat, corn and oats. "A carload of grain from every shipping station in the state" is the slogan adopted by Mr. Patten's com'ite.



New Steel Floating Grain Elevator at Philadelphia.



### A 45,000 bu. Reinforced Concrete Elevator at Omaha.

The advantages of fireproof grain storage and grain handling plants are well understood by the grain trade, but it has only been within recent years that the development in the use of fireproof materials, particularly that of reinforced concrete, has reached a point where small elevators or storage units could be built at a cost, which, considering the advantages over wood construction, made the investment attractive to owners.

The 45,000-bushel concrete elevator illustrated herewith was built at Omaha for the Uncle Sam Breakfast Food Company, manufacturers of the well-known laxative health food of that name.

This company recognized the necessity of a storage and cleaning plant in which it could store and clean adequate quantities of grain used in the preparation of its product, using, as it does special varieties in grades of wheat and flax not always available, it was necessary to store large quantities in advance of the daily consumption in order to provide for a possible scarcity in the market of the special grain and also to take advantages of favorable prices.

This elevator consists of four circular tanks with four interspace bins above the working floor. The working floor extends through the structure at a width and height of 12 ft., making sufficient space for a 4-A Special Eureka Double Flax Separator. Grain is taken from the car with a single Clark power shovel, dropping into a removable hopper which is set over a manhole in the sidewalk. The grain is drawn from the carsink by a belt conveyor, delivering to a short leg which elevates the grain to a 1000-bushel per hour Richardson Automatic Scale situated on the working floor. From the scale the grain passes to the loftier leg and is distributed to bins by a Gerber Distributor Spout. All the spouting is of steel, including the spout to service bins in the factory and the car spout.

The cupola is a steel frame structure covered with galvanized corrugated steel.



45,000-bu. Concrete Elevator at Omaha.

The power is supplied by a 20-HP motor suspended from the ceiling of the work floor. The loftier leg is driven by a rope drive, passing to the cupola through an open well. This well contains also the Strong-Scott Manlift and steel ladder.

This type of elevator when provided with a driveway and dump scale is a very economical and practical design for a country elevator or mill, especially for a mill if arranged for receiving from either wagon or cars. This plant was designed and built by the Hickok Construction Company.

### Calendars and Cards Received.

Henry Simon, Ltd., of Manchester, England, continues to favor the trade with a daily wall calendar pad.

Scott & Woodrow Co., of Columbus, O., send a calendar illuminated with a very pleasing water color depicting a river scene.

The Bert A. Boyd Grain Co. of Indianapolis, as usual, has a surprise for their friends in the form of a box of dates, 365 of them.

The Bear Grain Co., of Hicksville, O., are distributing an attractive calendar, bearing an effective reproduction of one of Montgomery's famous corn pictures.

Attractive Christmas cards printed on handsome stationery are being sent out by Southworth & Co., Toledo; J. F. Zahm & Co., Toledo; Flanley Grain Co., Omaha, and Lowell Hoyt & Co., Chicago.

The season for the distribution of attractive calendars is at hand, and, as usual, Randels & Grubb of Enid, Okla., have one of the most artistic color harmonies of the season.

"A Scene Near Goshen," depicting in water colors a water scene which rivals the most pleasing of Italian sunsets, decorates the 1915 calendar of the Goshen Mfg. Co., of Goshen, Ind.

One of the pleasing Christmas cards being circulated to members of the grain trade is an appreciation for business received, sent out by the Nye Schneider Fowler Grain Co., of Omaha, Neb.

Lowell, Hoyt & Co., Chicago, as usual are distributing a large wall calendar emblazoned with elevating quotations from leading writers of the day. As usual, this will be one of the most sought calendars of the year.

Christmas cards of many designs, in great variety, continue to reach us. Among the late arrivals are a group of bluebirds from Martin Mullally, St. Louis, Mo.; a picture of Fido from John B. Daish of Washington, D. C.; a handsomely embossed card from Chas. England, Baltimore, Md.

Christmas cards richly embossed, gilded and engraved, covered with kindly greetings, come from all parts of the land, in pleasing variety. Among the late arrivals are cards from Merriam & Millard Co., Omaha; The Derby Grain Co., Topeka; Crowell Elevator Co., Omaha; McCullough Grain Co., Wichita, and T. P. Gordon Com. Co., St. Joseph, Mo.; Pope & Eckhardt Co., Chicago, Pittman & Harrison Co., Sherman, Tex.

DANISH IMPORTERS of grain have been ordered to deposit with the Danish government all Bs/L or orders relating to consignments of grain, to prevent exports to Germany via Denmark.

WAR RISK INSURANCE on shipments of wheat to South Africa will be fully covered, announce the South African banks, which are seeking greater consignments of wheat and flour for that country.

### War Affecting the Grain Trade.

WHEAT IN BUDA PESTH, the leading grain market of eastern Europe, is selling at \$2.38 per bu.

THE DUTCH government has detained at Hansweert, Holland, 16 German vessels containing grain sent out from Antwerp.

MILAN CORN EXCHANGE has protested to the Italian foreign minister the arbitrary seizure by the British and French of 11 Italian steamers.

GRAIN IN GERMANY has risen in price to such an extent that the government has taken a hand in the matter and fixed the following limits: Wheat, \$1.69; barley, \$1.62, and rye \$1.44 per bu.

NORWEGIAN STEAMSHIP Fram has been seized by British cruisers and towed into Shetland Islands. The vessel was loaded with oil cake from Philadelphia via Charleston, S. C., and was bound for Nyborg, Denmark.

GRAIN, to be contraband of war, must be destined to a port of the enemy of the belligerent who makes the capture. Even munitions of war going to a neutral port are not subject to capture.—Moore's International Law Digest.

WAR RESERVES of wheat and other grain by Sweden and Denmark are likely, as both countries have made large purchases of United States grain with the idea of holding it until such time as they may be drawn into the European conflict.

PRICES OF FOOD at Venice have increased considerably in the last month and the value of beans is said to have trebled. At Trieste a shortage of food exists which even affects the hospitals. Bread has increased to 8d per 2 lb. loaf.

ITALY IS BUYING foreign wheat liberally, as local crops have passed into the hands of speculators who will not sell. The question of future supplies is causing much apprehension, as there is also a big demand from belligerent nations.

THE AFTERMATH of fixing maximum grain prices by the German government is already being felt. Leipzig reports state that offers have ceased, everyone holding for the advance in prices expected in January. Compulsory sale of grain by the government is asked.

ITALY has established a moratorium for January, February and March and has organized an institution at Rome, with a capitalization of \$5,000,000, from which industrial loans may be obtained. Municipalities have been authorized to unite in groups for the purchase of cereals abroad and their resale for home consumption.

HEAVY GRAIN PURCHASES in Scandinavian markets have caused the British to believe much of the product is being exported to Germany, regardless of the promises of those countries not to export imported grain. There is no agreement, however, to prevent the Scandinavians from exporting their own food supplies and depending for home consumption upon imported stocks.

SICILY'S PRODUCTION of wheat this year is short and the war's interference with imports from Russia is creating a market for American wheat. Dealers of Palermo, Italy, are requesting quotations and samples of No. 2 and macaroni durum No. 1, promising in case of purchase to pay cash on receipt. Samples and prices may be submitted to Samuel H. Shank, consul at Palermo.



## Weighing Department Dinner.

The 13th annual dinner of the Weighing Department of the Board of Trade of the City of Chicago was held last Saturday evening at the Congress Hotel. During the serving of a most enjoyable dinner, Oscar J. Kloer, an entertainer of note, led the assembled guests into various singing contests that brought many a smile to even the most serious. A special extra, containing the "Tallyman's Hymnal," presented new praise for Ed. Andrew, who long served as chairman of the Weighing Committee, H. N. Sager, a staunch friend of the department, and Weighmaster Foss and Messrs. Schuyler, who long assisted him. The Weighmasters Orchestra favored the audience throughout the evening with lively airs well rendered.

Pres. C. H. Canby of the Board of Trade told of the many difficulties under which business has been conducted since the beginning of the war, and took a very optimistic view of the future.

Walter E. Felt of the Weighing Dept., delivered an address on "The Weighing Problem," from which we take the following:

### The Weight Problem.

The weight shortage question is presented to us from many and different angles, all of which clearly indicate that the shipper, the carrier, the terminal elevator man, the weighmaster, and the grain itself, are all in varying degrees responsible for weight differences.

The carriers contend that cars are built to carry freight, and grain is freight only a small part of the time; that in view of the fact that cars must carry coal, brick, tile, merchandise, lumber, strong smelling hides, creosote, brewery, slops, and a hundred other kinds of stuff, as well as grain, it is obviously a physical impossibility to furnish on all occasions, and on short notice, cars that are suitable, cars that are absolutely grain-tight, and cars that are always fit for the loading of grain in bulk. They state that the average grain shipper forgets that it takes a hundred per cent perfect car to convey grain safely; that a car which would be suitable for almost any other kind of freight under the sun, might not be suitable for carrying bulk grain. Moreover, the carriers insist that the inherent nature of grain is such that weight variations are bound to occur, if the grain is carried in bulk; and that the practice of transporting our cereal crop in cars in bulk is wasteful, in fact, almost criminal, and contributes to the high cost of living. In this connection, an official of one grain-carrying line has figured out that according to the amount paid out by his road alone for claim losses, which were charged to the leakage account, enough grain was lost in the year just closed to feed the starving Belgians. On account of all of these things the carriers feel that perhaps the shipper should abandon the wasteful practice of shipping grain in cars in bulk, and instead they should use containers of some sort; containers that can be reclaimed, and that can be used over and over again.

It has been estimated that the carriers of the United States pay out over \$3,000,000 each year for grain alleged to have leaked out of cars in transit. If this estimate is correct, such payments at the same rate would amount to \$30,000,000 every ten years, to \$150,000,000 every 50 years, and to \$300,000,000 each century, not including any interest on the money involved. On the other hand, however, many of the carriers feel that no such amount is actually lost in transit.

The carriers contend that if their car equipment was in half as bad shape as the equipment used by shippers for weighing and conveying grain between scale and car, and car and scale, that Hell would be to pay; that as a matter of fact waste, careless practices, scale differences, defective loading and unloading equipment, mistakes, and the dirt and moisture in grain, causes far more weight variations than do leaking cars, and, that therefore, shippers should either ship their grain in bags or assume liability for possible leakage, or pay a higher rate of freight when shipping grain in bulk.

The grain man feels that the freight rate on grain is ample to permit the carriers to pay for all grain lost in transit, in fact,

they contend that the carriers do not handle a commodity that brings larger net returns per car.

Again, they feel that grain is lost in transit because of the carriers' neglect. In this connection, the grain man contends, among other things,

That the carriers do not keep their cars in condition; that by reducing their repair crews and storing their cars during dull periods without first overhauling them, they bring on the trouble themselves.

That there is not sufficient effort made by the carriers to prevent train or switching crews, particularly the latter, from roughly handling the freight equipment; that in this connection, there is no more need for smashing freight cars around recklessly and sending them over gravity track at rates of speed varying anywhere from two to sixty miles an hour, than there is to mistreat passenger coaches in like manner.

That the railroads' car inspection is incomplete, and that their records of inspection are still less satisfactory.

That railroads locate leakages and repair the causes without making any record of such leakage and repairs, or else they file such leakage and repair records away in huge safety vaults, where they will be secure from the prying eyes of possible claimants.

That the railroad's inspection and seal records, as a whole, as well as their system of duplicately numbered seals, cannot be taken seriously.

That the carriers' stereotyped phrase when answering claimants of "variations in scales" is, for the most part, unjustified and too often used.

The panacea for all these ills concerning the weight problem, as advocated by recognized authorities, and which seem to have much merit are:

The classification and carding of cars according to their suitability.

The classification of elevators and industries handling grain to and from cars according to the style and quality of their grain weighing and grain handling equipment. It is claimed for this plan that it would tend to improve very materially the physical conditions governing the weighing and handling of grain to and from cars at the elevators and industries all over the country, for the reason that each receiver and each shipper would be vitally interested in having his plant made a Class "A" House, in order that his weights would be recognized as reliable, not only by the railroads, but also by his customers.

Initial shippers' weight certificates.

The sacking of all grain transported.

Some sort of effective and complete liner that would make a leak next to impossible, thereby freeing each car of any possible suspicion.

Finally, more co-operation and a better understanding between the weighers of grain at initial and terminal points, and between the carriers and such points.



New Golf Stick Presented to Weighmaster Foss.

The fun of the evening was somewhat of a departure from the usual program of the department, thirteen of the tallymen having been thoroughly colored, so that all guests believed them to be real minstrels. Duncan Boden served as interlocutor and kept the end men vying one with another in cracking jokes and roasting the boys of the department.

One of the real surprises of the evening was the presentation of a life sized brassie and golf bag to Weighmaster Foss, who has been known to attempt to play golf on a real course several times during the last season, when grain receipts were light. This golf stick is a real wonder, and will be much coveted by all patrons of the game, who can readily understand its peculiar advantages. The face is equipped with three spring supporter bumpers, the player having the choice of using one for a pull stroke, another for a slice and the middle one for a straight ball.

The shaft is equipped with an automatic horn, so that the user will not be put to the extra exertion of calling "FORE!" This stick can also be used for playing at night, as it is equipped with a flashlight, and the ball is attached to a fishing reel that permits of it being driven 351 yards without being separated from the stick. In this way the night player can wind up his reel and easily find his ball. The top of the club is equipped with a high grade level and a compass, for the guidance of players who are careful to deliver strokes in exact lines, and at the right angle.

The maker of this club being well acquainted with Weighmaster Foss' great love of music, equipped it also with a music box. From the heel of the club protrudes the crank of the music box, so that should the weighmaster be so fortunate as to win a game, he will be able to serenade himself with his own music box, which delivers "See The Conquering Hero Comes" in a most touching melody.

Mr. Foss has already received many applications from players who are anxious to try his new club, but up to the present writing he has vigorously refused to lend it to anybody.

The dinner was one of the most enjoyable ever held by the department, and the spirit of comradeship existing between the weighmaster and his men was most pleasing evidence of the high esteem in which they hold him.

HOLLAND has purchased from the Kansas Flour Mills Co. 24,200,000 lbs. of flour for delivery within the next 2 months. Over 550,000 bus. of wheat will be required in filling this order.

PRODUCTION OF COTTON for 1914 was 15,966,000 bales of 500 lbs. each; compared with 14,156,486 bales in 1913, according to final estimates of the U. S. Dep't of Agriculture.

DEPT OF AGRICULTURE at Washington has asked Congress for \$72,920 to enable it to continue its investigations into handling, grading, and transportation of grain. The appropriation last year was \$76,320.—P.

MICE AND SLUGS have caused much damage to German crops, in some sections the damage being so extensive that crops had to be plowed up. The general condition of wheat and rye, however, is good, the Imperial Statistical Bureau showing winter wheat as 80% for Nov., 1914, compared with 80% in Nov. 1913; and winter rye 78%, compared with 80% for the same month last year.



# Grain Trade News

## ARKANSAS

Little Rock, Ark.—The Cunningham Commission Co. will again rebuild its plant burned June 11. Contract has been let for a \$20,000 elvtr. to be completed in 60 days. The elvtr burned in June replaced the elvtr. burned Dec. 11, 1913.

## CANADA

Point Edward, Ont.—The Grand Trunk Ry. Co. will rebuild the 1,000,000-bu. elvtr. which was burned July 7, 1913.

Calgary, Alta.—The annual report of the Albert Pacific Grain Co. shows a net profit of \$459,819 compared with \$322,326 for 1913.

Vegreville, Alta.—Mgr. Thos. Balaam, of the Farmers Elvtr. Co., recently caught his arm in the machinery in the elvtr. and was seriously injured.

Toronto, Ont.—The offices of the Board of Trade and most of the offices of the grain and transportation firms, will be moved to the Royal Bank Bldg. at an early date.

Moose Jaw, Sask.—Pres. John T. Snodgrass, of the Grain Exchange, has gone to his former home in Kansas City, Mo., for the winter, but will return in the spring.

Vancouver, B. C.—The New Zealand government has bot 1,000,000 bus. of wheat from Canada and shipments will be made from this port at once. The Waitemata will carry the first cargo of 20,000 bus. This is the first shipment of Canadian wheat ever made to New Zealand, which in normal years buys its supply from Australia.

## WINNIPEG LETTER.

E. R. Wayland & Co. have moved their headquarters from Ft. William, Ont., to this city.

The Ft. Garry Grain Co., Ltd., incorporated; capital stock \$50,000; incorporators James Crowe, H. C. Crawford, R. M. Myers, P. M. Astle and Geo. V. Hastings.

The Grain Exchange has voted to send a Christmas letter containing \$5 to each of its members who went to the front with the first Canadian troops.

The report of the minister of public works on the operation of the elvtrs. owned by this province, for the past year, shows a net profit of \$11,038.26. The total revenue was \$73,367.38 and the expenses \$62,329.12.

John Pollock of Peoples, Sask., said to be one of the most prominent farmers of that section, is being held at Melville on the charge of attempting to defraud several grain companies at this market. Investigations show that in shipping grain, Pollock sent 2 shipping bills to 6 grain companies here, requesting an advance of \$950. Five of the firms sent checks, but the Atlas Grain Co. instructed its agt. at Melville to investigate before releasing check and he reported the matter to the tracing dept. of the G. T. P. R. R. Disclosures followed. When arrested Pollock had the 5 checks received, in his pocket. Pollock owns 2½ sections of land, well stocked and equipped and has a private siding on the farm. The case will be prosecuted vigorously by grain men here. Wm. Moffatt, sec'y of the Grain Growers Grain Co., says: "We are determined to put a stop to the practice, all the more so because there is no protection for us. Two-thirds of the business that we do with our legitimate customers is carried on by advancing money on shipping bills sent in by mail. During the entire grain season we advance on about 100 bills a day, so that the opportunity for fraudulent

attempts will always be present. The companies directly interested in this case have combined to make an example of the man under arrest, and we expect to secure the co-operation of the Grain Exchange. We will move for an immediate trial, and will fight for the maximum penalty."

The final discussion of the commission charge of 1c per bu. now charged by members of the Grain Exchange, before the Board of grain com's'ners, was held in this city, Dec. 14. Representatives of the Saskatchewan and Manitoba Grain Growers Ass'ns requested that the com's'ners recommend legislation that the charge of 1c per bu. be modified and a legal charge of 1% on the value of the carload, be substituted. Having secured all evidence needed the Board of Grain Commissioners will consider the whole question of commissions. Dr. Magill stated that if the grain trade as a whole could not come to a satisfactory agreement that special legislation by act of parliament would be necessary.

## COLORADO

Otis, Colo.—The Farmers Elvtr. Co. will build an elvtr. here.—Wray Mills Co., Wray.

La Fayette, Colo.—The total loss on our elvtr. burned last spring amounted to \$15,000.—Wise Elvtr. Co.

Eckley, Colo.—The O. L. Mitten Grain Co. is building an elvtr. at this station and expects to have it completed in 30 days.

Julesburg, Colo.—The John Cass Lbr. Co. is moving its elvtr. 180 ft. to escape the fire-hazard of being too near a coal chute being built by the Union Pacific. The elvtr. will be entirely remodeled. Frank Kaucher & Son have the contract.

## IDAHO

Grace, Ida.—The recently incorporated Grace Mill & Elvtr. Co. is building a 100-bbl. mill which will be operated by electricity.

Arimo, Ida.—All that is left of the 40,000-bu. elvtr. of the W. O. Kay Elvtr. Co. is the warped iron. The wood work and timber of the house burned, Dec. 12. Grain in adjoining steel tanks was somewhat damaged but did not burn. The company saved only its books and papers in the elvtr. building.

## ILLINOIS

Olivet, Ill.—The Big 4 Ry. Co. will build an elvtr. here.

Minonk, Ill.—The Farmers Elvtr. & Supply Co. has increased its capital stock from \$13,000 to \$25,000.

Preemption, Ill.—I have bot the elvtr. formerly operated by M. J. Merryman.—B. L. Christy, Viola.

Stonington, Ill.—The Corzine Grain Co. has bot the elvtr. of Wm. Loveless. J. S. Guthridge was agt.

Forrest, Ill.—I will succeed my father H. Wendel in the grain business here, Jan. 1.—H. J. Wendel.

Chatham, Ill.—The Farmers Elvtr. Co. is building a warehouse which will be used as a feed mixing plant.

Peotone, Ill.—The elvtr. of the Wm. Brandt & Co. was sold at public auction, Dec. 14, to E. E. Esson for \$8,000.

Arrowsmith, Ill.—Edward Warner, of Bloomington, will be mgr. for his father, F. L. Warner, at the Warner Elvtr. here.

Cambridge, Ill.—We have equipped our elvtr. with lightning rods and expect to install an electric motor.—Wm. Ringle & Co.

Sheffield, Ill.—Gold Township Elvtr. Co. incorporated; capital stock \$2,800; incorporators F. G. Boyden, Herman Gray, M. C. Roe.

Peoria, Ill.—Wm. H. Dewey has been admitted to membership on transfer from Leonard Hillis.—John R. Lofgren, sec'y Board of Trade.

Winkel, Ill.—The office of the Wayne Bros. Grain Co. was recently partially destroyed by fire, originating from sparks from a passing engine.

Alert (Oneida p. o.), Ill.—The Alert Grain & Stock Yards Co., incorporated; capital stock \$1,500; Wm. D. Cook, Henry E. Nelson, Will C. Olson, Wm. J. Seiboldt and Charles Peterson incorporators.

Whitaker (Grant Park p. o.), Ill.—Farmers Grain Co. incorporated; capital stock \$10,000; incorporators Herbert Niff, Geo. Lakocque, Wm. LeBean and others. The company will probably buy the elvtr. of Taylor Bros.

Minooka, Ill.—The office of the north elvtr. of the Minooka Grain Co., burned at 6 p. m., Dec. 10, the fire starting from a defective chimney. Nothing was saved from the building, but the loss is partially covered by insurance.

Champaign, Ill.—W. H. Barnes and C. E. Johnson, operating as the Enterprise Grain Co., have been made defendants in a suit brot by the Evans Mfg. Co. of Indianapolis, Ind., to recover \$62,308.09 on four past due promissory notes.

Springfield, Ill.—The State Fire Marshal reports 1,337 fires in Illinois during November. All of these did not occur in grain elevators, but enuf were there to increase materially the cost of insurance. The more fire hazards eliminated by elvtr. owners the lower will be your rate.

Oneida, Ill.—We are installing a motor and are putting in larger cups, belts and pulleys. In fact we are generally overhauling the elvtr. and will have it in shape by Christmas. I have resigned as mgr. and will leave Jan. 1. We have done a good business in the last year.—W. B. Tiffany, mgr. Oneida Grain Co.

Monticello, Ill.—Elbridge G. Knight, well known to the grain trade of the state, died Dec. 14, after a lingering illness. Mr. Knight was 78 years old and entered the grain trade in 1877 with L. B. Tinder as a partner. In 1884, he purchased Mr. Tinder's interest and in 1892 admitted his son, H. N. Knight, to the firm, operating as the Knight Grain Co. In 1906 the firm sold its elvtr. holdings to Mansfield & Co. and Mr. Knight did not engage in the grain business again, retiring from active business in 1909.

Cairo, Ill.—Ira Hastings has withdrawn from this firm and will devote his time and attention to his farming interests near McClure, Ill. This arrangement was effected on a mutual, friendly basis Dec. 5. Oris B. Hastings will serve as pres. and treas. of the corporation; A. S. Hastings, vice-pres., and A. M. Hastings, sec'y. The capital and credit will not be changed in any manner by this change of officers. W. L. Duncan will continue as sales and traffic mgr. The business of this firm will be conducted along same lines with the same connections as heretofore.—Samuel Hastings Co., O. B. Hastings, pres. and treas.

Springfield, Ill.—The State Civil Service Com'n will hold an examination for grain sampler-clerk, Jan. 2, at Chicago only. The examination is open to men from 21 to 55 years of age who are residents of Illinois. The starting salary is \$90 a month, and there is possibility of increase to \$110 a month. The principal duties of a grain sampler-clerk are to collect samples of grain from cars, to prepare the samples for delivery to the Board of Trade, to fill out records and certificates, and to perform such clerical work as is necessary in the inspection and registration offices. Good physical condition and ability to keep neat and accurate records are essential. The examination will include the following parts, weighed as indicated: Training and experience, 8;



laws governing grain inspection, 2; practical tests, 3; clerical work of grain inspection, 2. Candidates must pass a physical examination and make a grade of 70 or more on clerical duties. Applications must be on file at the office of the Commission in Springfield not later than 5 p. m., Dec. 26, 1914. The proper forms may be secured by addressing the State Civil Service Com'n, Springfield, Ill.

Champaign, Ill.—H. I. Baldwin & Co., of Decatur, have bot the mill and elvtr. of A. D. Derrough and will immediately overhaul and repair it, putting it into first-class shape. W. P. Foote, who has had charge of the grain brokerage business of the company here for the last 4 years, will operate the house under the name of the W. P. Foote & Co. His offices will be moved to the elvtr. and he will continue the brokerage business and will also conduct the business of the mill and elvtr. The new firm will buy grain from the country, or on track, and will operate the mill, making meal, corn and oat chop and graham flour.

## CHICAGO NOTES.

The Norris Grain Co. has been incorporated for \$500,000 and will succeed Norris & Co.

W. H. & E. H. Noyes, formerly with King, Farnum & Co., are now with A. O. Slaughter & Co.

Harvey Williams is again on 'change after a severe session with ague. Mr. Williams is with Thomson & McKinnon.

J. Przskuiz was recently fined \$200 for stealing grain for his chickens, but the fine was remitted when the judge learned that the defendant's home had burned Dec. 15, with a loss of \$3,000.

James L. Ward, for many years a member of the Board of Trade, died Dec. 14, at the age of 75. Mr. Ward has not been actively connected with the board since 1900 when he sold his membership.

Architects are making good progress on the plans for the new 3,000,000-bu. elvtr. of the Armour Grain Co., but they will not be complete for a few weeks. The plant will have great handling capacity.

At a caucus meeting of the members of the Board of Trade, Dec. 23, C. H. Canby was nominated for pres. for the year 1915 to succeed himself, and Lowell S. Hoit received the nomination for vice pres.

CHICAGO CALLERS: A. Schlientz, Brookfield, O.; E. D. Bigelow, sec'y Board of Trade, Kansas City, Mo.; C. A. McCotter, sec'y Grain Dealers Nat'l Ins. Co., Indianapolis, Ind.; V. E. Butler, Heron Lake, Minn.

Commission rates on car lots of cash corn at Chicago have been advanced from  $\frac{1}{2}$  to  $\frac{3}{4}$  c per bu., the members of the Board of Trade adopting the amendment by a vote of 524 to 59, Dec. 22. The new rates are effective at once. A member who solicits business is to receive  $\frac{1}{4}$  c per bu., providing he is registered as a commission participating solicitor of the board of trade.

Applications for membership in the Board of Trade have been made by Robt. J. Johnston and John R. Boone. The following have been admitted to membership J. P. Krebs, J. E. Cairnes and J. W. Pearson. The memberships of W. Reid, A. Moyse, Wm. G. Delts Jr. and the estate of Claude H. Sayle have been posted for transfer. Memberships are quoted at \$2.-30 net to buyer.

Receipts of grain as reported at Chicago officially by the Board of Trade are based on the approximate contents of cars as reported by the Board of Trade Weighmaster. It is unavoidable that when cars are heavily loaded the official report will understate the arrivals and when the cars are lightly loaded the figures will exaggerate. The Board's statistician has been figuring wheat at 1,400 bus., but recently on account of the lighter loading reduced the amount to 1,300 bus. per car. The basis now is corn 1,500; oats 2,000; rye 1,000; barley 1,500, and flaxseed 1,000 bus.

Receipts of wheat and corn at Chicago have been much larger of late than the inspection dept. has shown, being much in excess of the ability of the dept. to sample and grade. The dept. is working full force, and has sampling gangs working as much as 20 miles out of the city. The conditions pertain to C. & N. W. and C. M. & St. P. principally.—J. C. F. Merrill, sec'y Board of Trade.

## INDIANA

Warsaw, Ind.—The foundations for the new elvtr. of the Smith Mfg. & Grain Co. have been completed.

Evansville, Ind.—Henry Milfeil, for many years engaged in the grain and feed business at this point, died Dec. 6, at the age of 75.

Lincoln, Ind.—We contemplate building a 400-ton coal pocket to be equipped with elevating machinery. We will use a gravity loader to load wagons.—Watkins & Cripe.

Trafalgar, Ind.—Wm. Suckow, Sr., of Franklin, has bot the elvtr. of Parkhurst & Stockton. Mr. Suckow formerly owned an elvtr. on this site, but when that house burned he sold the site and a new elvtr. was built. It is this elvtr. he has purchased. It has a capacity of 50,000 bus.

Trafalgar, Ind.—Wm. Suckow, Sr., Franklin, has bot the elvtr. of Parkhurst & Stockton and has leased it to the Trafalgar Grain Co., which is a co-partnership consisting of W. W., C. J. and K. H. Suckow of Franklin. The elvtr. has a steel storage tank of 40,000 bus. in connection.—Suckow Co.

Nappanee, Ind.—We are building a 20x26 ft. frame elvtr., 65 ft. high, to be covered with galvanized iron. The house will be equipped with a 20-h.p. and two 5-h.p. electric motors, and 2 stands of elvtrs., with 18x7 in. and 11x7 in. cups. We will use Philip Smith Mfg. Co. machinery. We will also build an adjoining warehouse 50x 120 ft.—Nappanee Produce Co.

## INDIANAPOLIS LETTER.

The Bassett Grain Co. has discontinued business.

The Board of Trade is seriously considering the establishment of trading on the floor and may have it in operation by Jan. 1.

Beginning Oct. 1, we changed our name from the New Process Grain Co. to the Central Grain & Seed Co.—Central Grain & Seed Co.

Sherman B. Harting has been elected a member of the grain com'te of the Board of Trade, to succeed A. F. Files, who recently resigned.

The governing com'te of the Board of Trade has voted to retire \$3,000 of the outstanding preferred stock, leaving a balance of only \$100,000 of the preferred stock of the exchange which is just half of the original issue, \$200,000.

## IOWA

Magill (Tennant p. o.), Ia.—Farmers are organizing an elvtr. company.

Harper, Ia.—I have succeeded Barney Highberger.—Walter L. Fagen.

De Witt, Ia.—Chas. Howson has made extensive improvements in his elvtr.

Earling, Ia.—E. M. Miller is installing a 1,000-bu. Richardson Automatic Scale.

Victor, Ia.—Henry Wahl will install an up-to-date grist mill in connection with his elvtr.

Packwood, Ia.—B. T. Lutes has succeeded Geo. Carter as agt. for the A. D. Hayes Co.

Calumet, Ia.—E. Mann is now operating his elvtr. by electricity, instead of by gasoline power.

Havelock, Ia.—Earl Clem has succeeded C. E. Strong as mgr. for the Farmers Coal & Grain Co.

Whitten, Ia.—I am making plans to wreck my elvtr. and build a new one on the site.—A. J. Mabie.

Brooklyn, Ia.—The Brooklyn Grain & Lbr. Co. is building a 20,000-bu. elvtr. The Newell Const. Co. has the contract.

Maxwell, Ia.—J. G. and C. B. Wells are now managing the elvtr. of the Neola Elvtr. Co., succeeding J. D. Richards who resigned.

Oskaloosa, Ia.—I am out of the grain business. Van P. Wittenmeyer has succeeded me.—C. O. Patton, C. O. Patton Grain Co.

Rolfe, Ia.—The Updike Grain Co. will rebuild its elvtr., burned Nov. 29. The American Supply Co. will furnish all equipment.

Larrabee, Ia.—I am now agt. for the L. J. Button Elvtr. Co., succeeding Peter Collister, who recently died of appendicitis.—W. J. Cunningham.

Anderson, Ia.—Hutchinson Bros. have changed from chain to rope drive and have installed 2 new elvtr. belts. The American Supply Co. furnished the equipment.

Fairfield, Ia.—J. H. Stuckey has installed a Sprout-Waldron Motor Driven Attrition Mill, and a cracked corn grader. He will also install a Monarch Corn Crusher.

Malvern, Ia.—The property of the Malvern Grain & Mfg. Co. will be sold at public auction, Jan. 11, 1915. Genung & Rinehart are receivers for the company.

Corydon, Ia.—We will improve our elvtr. next summer and will build a new dump and put in a conveyor and manlift. We will also cover the elvtr. with iron.—F. M. West.

Manning, Ia.—Ohde & Martens have let contract to the Van Ness Constr. Co. for a 20,000-bu. elvtr. to be equipped with Richardson Automatic Scale of 2,000 bus. capacity.

Hanlontown, Ia.—Farmers are interested in the organization of an elvtr. company and have appointed com'tes to solicit subscriptions. Ed Dunn of Mason City, is interested.

Sioux City, Ia.—The Armour Grain Co. has established an office in the Davidson Bldg. to facilitate the distribution of bids for cash grain thruout that territory. The office has a leased wire.

Fontanelle, Ia.—Dan'l L. Dunlap, of the Dunlap Grain & Elvtr. Co., died recently as a result of a stroke of apoplexy. He had been in grain, lumber and coal business here for many years.

Shenandoah, Ia.—The elvtr. of the Grain Growers Grain Co. was recently sold at public auction for \$2,500 to the Nishna Valley Farm Co. who will probably use it for the storage of seed corn.

Sioux Rapids, Ia.—The elvtr. of the L. J. Button Elvtr. Co., burned at 9 p. m., Dec. 18 and is a total loss. The house contained 11,000 bus. of grain. The blaze was beyond control when discovered.

Ontario, Ia.—Farmers Elvtr. Co. will build a 10,000-bu. addition to its elvtr. recently purchased of the B. A. Lockwood Grain Co. The equipment includes a 1,500-bu. Richardson Automatic Scale.

New London, Ia.—L. G. Gimer will quit the grain business temporarily and will sell automobiles. Geo. Carter, formerly mgr. for the A. D. Hayes Co., will succeed him as mgr. for the Farmers Elvtr. Co.

Chariton, Ia.—G. J. Stewart & Co. are building a 40,000-bu. elvtr. to replace the house burned Aug. 19. The equipment will include a 2,000-bu. Richardson Automatic Scale and engine. Union Iron Works machinery will be installed.

Washington, Ia.—We have taken over the cash grain and future business here, formerly conducted by H. L. Kaga & Co. Our future business will be carried with Lamson Bros. & Co. as in the past.—W. H. Hutton, Hutton, Collins & Frenzel.



Riverside, Ia.—Wm. Griffin has bot the interest of his partner, D. A. Fesler, in Fesler & Griffin.

Griswold, Ia.—W. B. Wormley has bot the interest of his partner, J. M. Balcom, and will conduct the business on his own account in future.

Sioux City, Ia.—We have just opened a grain brokerage office here and will have representatives in Sioux Falls, S. D., and Minneapolis, Minn. I was formerly mgr. of the P. B. Mann-Anchor Co.'s office in this city.—E. M. Kauth, E. M. Kauth & Co.

Doubleday (Charles City p. o.), Ia.—Mgr. Tom J. O'Hara caught his hand in the fan of the gasoline engine at the elvtr. of the Hunting Elvtr. Co., Dec. 11, and as a result has two badly lacerated fingers. Mr. O'Hara has had considerable bad luck, having only recently returned to duty after a severe attack of lumbago.

Highview (Webster City p. o.), Ia.—John J. French, mgr. of the Highview Elvtr., was severely cut and bruised when his coat caught in a shaft in the elvtr. and he was drawn into the machinery. A customer was fortunately standing behind Mr. French at the time of the accident. He caught hold of the mgr. and held him until the power was shut off.

Belmond, Ia.—While attempting to replace a belt on a corn elvtr. in the elvtr. of the Farmers Elvtr. Co., Dec. 11, Mgr. W. E. Werts was drawn into the belt and narrowly escaped a horrible death. Help arrived just in time to save him. He sustained a deep gash on the forehead, had both bones in his left arm broken and his chest and back badly bruised and crushed.

Cedar Rapids, Ia.—The Cedar Rapids Grain Co. has built a 40x40 ft. one story office. The office has modern equipment and the sample testing room, working room, cloak room, private office, stenographers' room and fireproof vault serve to make it up-to-date in every way. The firm is also building a 28x36x40 ft. feed mill and will make a high grade corn and oats feed.

Sheldahl, Ia.—The Farmers Elvtr. Co. has been organized and will be incorporated at an early date. Some time ago the farmers talked of buying the elvtr. of the B. A. Lockwood Grain Co. at this station but the deal fell thru. Now the stockholders have decided that they want a new, up-to-date house and will build. The company will do a track business until the elvtr. can be erected.

#### DES MOINES LETTER.

Wright & McWhinney have increased their office space in the Hubbell Bldg.

Logan & Bryan, of Chicago, have opened an office in the Polk Bldg. with A. M. Cronenberg in charge.

H. H. Patt has sold his interest in the Iowa Brokerage Co. to his partner C. J. Ristvedt and will travel thru Iowa for the Norris Grain Co. of Chicago.

A special meeting of the creditors of the B. A. Lockwood Grain Co. will be held before Referee in Bankruptcy H. H. Whitaker, Jan. 6, 1915, to consider a plan for the disposal of the elvtr. properties of the defunct company.

Harper & Ward were recently awarded a judgment for \$3,956.25 against Carl J. Kurtz. The plaintiffs sought to recover \$4,001.25, claiming that they had advanced that amount of cash to Mr. Kurtz for purchases made on the Chicago board of trade.

Geo. A. Wells, sec'y of the Western Grain Dealers Ass'n, is calling the attention of the members of the ass'n to the necessity of their co-operation to reduce the cost of the ass'n scale inspection fee still lower than the present cost, which is from \$3 to \$3.50 per wagon scale with the opportunity of repair work at 75c per hour by the ass'n expert. If the state inspects the scale it will cost \$5 twice a year, making the expense \$10 a year with no opportunity for repair work.

## KANSAS

Canton, Kan.—The Canton Mlg. Co. is building a new office.

St. Paul, Kan.—The Farmers Grain Co. has built a new storage warehouse.

Elk City, Kan.—Grangers Elvtr. & Supply Co. incorporated; capital stock \$10,000.

Scranton, Kan.—The elvtr. of F. E. Michael containing 3,000 bus. of corn, burned Dec. 8.

Sterling, Kan.—The Farmers & Growers Shipping Ass'n has been organized and will build an elvtr. here.

Wichita, Kan.—The offices of the Gorvin Grain & Flour Co. have been moved to the warehouse of the company.

Minneapolis, Kan.—Jacob Campbell, formerly in the grain business at this point, died recently at Daytona, Fla.

Waterville, Kan.—I have sold my elvtr. to the Farmers Grain & L. S. Co. and will give possession, Jan. 1.—H. C. Strohman.

Silver Lake, Kan.—Geo. B. Harper, prop. of the Silver Lake Elvtr., will probably build an addition to his elvtr. at an early date.

Humboldt, Kan.—A 50 h.p. electric motor has been added to the equipment of the elvtr. of the Dickinson Bros. Grain & Hay Co.

Wichita, Kan.—J. E. Howard, formerly pres. of the Howard Mill Co., has engaged in the brokerage business on his own account.

Lindsborg, Kan.—The Farmers Union Elvtr. Co. incorporated; capital stock \$15,000; incorporators C. and E. H. Johnson and Geo. Paulson.

Arkansas City, Kan.—The New Era Mlg. Co. has bot a 100x350 ft. site adjacent to its mill and will build a new concrete elvtr. and office in the spring.

Paola, Kan.—The sheller in the elvtr. of Protzman & Protzman, was seriously damaged recently when a large iron nut was fed into it with the corn. Large receipts at the elvtr. have compelled the company to keep the sheller going night and day.

Burrton, Kan.—We have bot the plant of the Burrton Mlg. Co. and will put it into operation as soon as it is overhauled and put in shape. It has been closed for a number of months. J. P. Kiddo, formerly head miller, will remain as mgr.—M. B. McNair, sec'y-treas., Lyons Mlg. Co., Lyons.

Bloom, Kan.—The Bloom Equity Co. incorporated; capital stock \$10,000; officers and incorporators are O. B. Riley, pres.; G. W. Weddle, vice-pres.; Emory Martin, sec'y-treas. and C. W. Baily, formerly mgr. for the Bloom Grain & Supply Co. is mgr. of the 25,000-bu. elvtr. operated by the new company.

Hutchinson, Kan.—Deputy Inspector Ralph Russell was married Dec. 6, to Miss Carrie Boody of Arlington. The "boys" on 'change posted on the blackboard of the Board of Trade a complete report of Inspector Russell, grading him as No. 6 yellow. Mr. Russell said the laugh was on him and passed the cigars.

Reserve, Kan.—W. C. Peterson, who formerly operated an elvtr. at this point, and who later rented the bins in the elvtr. to farmers, has been arrested at Hiawatha, charged with having sold the grain stored in the bins without the knowledge of the farmers who rented the space. The loss to the lessees is placed at \$10,000.

Talmage, Kan.—E. R. Smith, mgr. of a local elvtr., recently narrowly escaped death when his overcoat caught in a pulley and he was drawn into the machinery. Fortunately his clothing failed to stand the strain and he released himself. His outer clothes were torn to shreds and he is suffering from a broken arm and many bruises.

Albert, Kan.—I am building a new elvtr. and flour mill and am installing a 50-bbl. Midget Marvel Mill. I will also install other machinery.—H. R. Arnold.

## KENTUCKY

Louisville, Ky.—The negro, who was caught in the attempt to loot the safe in the office of Louis Hartman & Son, was sentenced 12 hrs. after his arrest to from 10 to 20 years in the reformatory at Jeffersonville.

## LOUISIANA

Newellton, La.—F. L. Guthery and S. D. Farrar have let contract for a 70,000-bu. elvtr. to be erected in the early spring. The house will be equipped with Western Machinery.

## MARYLAND

### BALTIMORE.

The trial of the Kirwan brothers has again been postponed on account of the recent injury to Walter Kirwan, one of the defendants. This is the 5th postponement.

No definite information in regard to the new elvtr. of the Western Md. Ry. Co. seems available. It is said that plans have been accepted and that bids for construction are now being considered.

The only candidate for pres. of the Chamber of Commerce yet mentioned is Thos. C. Craft, Jr., treas. of the Louis Muller Co. Mr. Craft is now vice-pres. and it has been the custom for a number of years to advance the vice-pres. to pres. The election will be held Jan. 27.

## MICHIGAN

Peck, Mich.—Farmers are interested in the elvtr. proposition.

Snover, Mich.—The Snover Grain Co. has installed electric lights in its elvtr.

Port Huron, Mich.—The Grand Trunk Ry. Co. will not erect any elvtr. to replace the house burned last year.

Alpena, Mich.—The Monarch Mlg. Co. will probably build an elvtr. as an addition to its recently completed mill.

Grand Rapids, Mich.—The plant of the Valley City Mlg. Co. was damaged by a dust explosion and fire, Dec. 4. The loss is partially covered by insurance.

Omer, Mich.—Work has been started on the new bean elvtr. of the Omer Mill & Elvtr. Co. to replace the house burned Nov. 4. The mill will not be rebuilt.

Ypsilanti, Mich.—The Washtenau Flour & Feed Mill, a landmark built over 100 years ago, burned at 9 p. m. Dec. 3; loss \$25,000. Chas. Reinhart was the principal owner.

Owosso, Mich.—The mid-winter meeting of the Michigan Hay & Grain Ass'n will be held in this city Jan. 14. The business sessions will be held during the day and a banquet will be tendered the delegates in the evening. We expect to make this the banner mid-winter meeting.—J. C. Graham, sec'y, Jackson.

Ludington, Mich.—Melburne S. Johnson and his assistant, Leo W. Krill, were arrested Dec. 13, in connection with the theft of a quantity of grain from the Pere Marquette Elvtr. The two men were employed to inspect and supervise the weighing of grain shipped from the elvtr. An alleged accomplice, P. S. Martin, who was caught with a wagon load of sacked grain driving away from the elvtr., is said to have confessed and as a result Johnson, Krill and Martin are charged with the actual stealing and disposing of the grain, while James Darling and Joseph Roussin are charged with having purchased the stolen grain. Frank Thiel, the fifth person implicated, appears to have been the "go between" man, he having received money from Mr. Roussin in payment for the grain purchased by him, it is alleged.



## MINNESOTA

Franklin, Minn.—The Gt. Western Elvtr. Co. recently suffered a slight fire loss.

Clements, Minn.—F. Bloedow will install a No. 3 Side Hopper Boss Car Loader.

Minneapolis, Minn.—Memberships in the Chamber of Commerce are quoted at \$3,500.

Hendricks, Minn.—The elvtr. of the Farmers Co-operative Elvtr. Co. burned recently.

Zumbro Falls, Minn.—Farmers are interested in the organization of an elvtr. company here.

Waterville, Minn.—The Big Diamond Mills Co. will probably build an elvtr. at this station.

Forada, Minn.—F. M. Webb is now mgr. for the Forada Supply & Warehouse Co.—P. M. Nielsen, Steen.

Ellendale, Minn.—The Farmers Mlg. & Elvtr. Co. will install new machinery and overhaul its equipment.

Lucan, Minn.—Nothing to the report that the farmers are organizing an elvtr. company here.—H. L. Jensen.

Vesta, Minn.—The Farmers Elvtr. Co. has installed an automatic scale in its elvtr.—Agt. Bingham Bros.

Lake Benton, Minn.—R. M. Jorgensen has succeeded C. C. Hatchard as mgr. for the Farmers Co-operative Ass'n.

Warner (Magnolia p. o.), Minn.—The Hubbard & Palmer Co. operates the only elvtr. at this station. F. A. Dunn, of Laverne, is mgr.

Bricelyn, Minn.—L. O. Lund is mgr. for the Lund Grain Co. at this point.—I am mgr. for the Speltz Grain & Coal Co.—C. F. Langworthy.

Herman, Minn.—The Farmers Elvtr. Co. suffered the partial loss of its elvtr. by fire Dec. 15. The fire started from an overheated chimney.

Elysian, Minn.—The Commander Elvtr. Co., of Minneapolis, has bot the elvtr. of G. S. Warburton and is in possession. The price paid was \$1,500. H. B. Comstock is agt.

Beltrami, Minn.—Louis Wall, mgr. for the St. Anthony & Dakota Elvtr. Co. at Crary, N. D., has been transferred to the company's elvtr. at this point, the elvtr. at Crary being closed.

Eden Valley, Minn.—Gilett & Lang now operate the elvtr. of the Farmers Elvtr. Co. for a time operated by the Cargill Elvtr. Co. Chas. E. Welch is agt.—J. L. Werdin, agt. Osborn-McMillan Elvtr. Co.

Minnesota Lake, Minn.—Farmers have held several meetings but nothing has been done toward organizing an elvtr. company yet.—The elvtr. of the P. Kremer Estate is vacant.—Bennett Grain Co.

St. Paul, Minn.—A hay and grain warehouse of Tierney & Co. burned at 1 a. m., Dec. 10; loss \$15,000. The building was of frame construction covered with sheet iron. This is the 3d fire in the company's plant in the last 3 months. No cause has been found for any of the blazes.

Minneapolis, Minn.—The following memberships in the Chamber of Commerce have been transferred from H. D. Bliss to H. C. Harding and from B. E. Baker to C. E. Lewis. The following requests for transfer of membership have been made from H. C. Harding to E. W. Ehlert and from E. Gunderson to Herbert J. Gunderson.

St. Paul, Minn.—Efforts are being made to secure the \$200,000 terminal elvtr. to be built by the state of North Dakota, for this city. The North Dakota legislature appropriated \$50,000 to aid in building a farmers' elvtr. at the most logical terminal, and it is stated will add \$150,000 to the fund next session. It is said that St. Paul will have little trouble in getting the elvtr. if the site is furnished. A site for the elvtr. will be sought at once and every inducement offered to secure it.

## DULUTH LETTER.

The Board of Trade Belgian Relief Com'ite collected over \$2,690. The whole amount will be used to buy flour.

C. E. Lewis & Co. have leased the office of B. E. Baker & Co., in addition to their other offices in the Board of Trade Bldg.

W. H. Sellers, for many years with A. D. Thomson & Co., has retired from the grain business and will make his home in California.

J. A. Shanahan, of the Shanahan Grain Co., has returned to Buffalo, N. Y., for the winter. He will handle grain afloat at that market, but will resume business here in the spring.

The Baker Com's'n Co. has filed a petition for dissolution. It has been engaged in the grain business since December, 1909. The company now wishes to go out of business. The assets are \$7,350, with \$6,170.55 liabilities. The court is asked to deduct the cost of dissolution proceedings and distribute the balance pro rata among the stockholders, who are Peter S. McTaguek, E. M. Morgan and M. I. Pritchard.

## MISSOURI

Brunswick, Mo.—The elvtr. of the Owen Grain & Mlg. Co. has been completed.

Metz, Mo.—It is reported that an elvtr. may be built at this station by the Peoples Elvtr. Co.

Webster Groves, Mo.—We will hold our convention in the Planters Hotel, St. Louis, Jan. 18 to 19.—T. A. Bryant, sec'y Missouri Grain Dealers Ass'n.

Forest City, Mo.—P. A. Landers & Co. will rebuild their feed mill so as to handle grain. They will install a dump, automatic scale and a wheat cleaner.

St. Joseph, Mo.—That railroads in Missouri and Kansas be compelled by law to install track scales at every point in these states where the shipments of grain, seed, or hay have amounted to 50 cars a year for 3 continuous years, was the recommendation of Sec'y E. J. Smiley in his speech at a banquet tendered the 50 members of the Kansas Grain Dealers Ass'n who attended a local meeting in this city, Dec. 4. Leaking of grain in transit, the elvtr. fire escape law and federal supervision of inspection, were other subjects discussed. A resolution was adopted opposing federal inspection.

## KANSAS CITY LETTER.

F. D. Larabee has applied for membership in the Board of Trade.

John T. Snodgrass, pres. of the Grain Exchange at Moose Jaw, Sask., has come "home" for the winter months.

John P. Dolan has purchased a board of trade membership. He has also bot the interest of C. K. Megibben in the Megibben Coal & Grain Co.

Members of the Board of Trade did not vote on the amendments to the rule increasing the time for re-inspection to 5 days, on Dec. 19, as the time limit is now reduced to 2 days in the amendment and it will come up for vote Dec. 28.

## ST. LOUIS LETTER.

Jacob Sehart, pres. of the S. & S. Flour Mills Co. and well known to the grain men of this market, died recently at the age of 55.

M. E. Toberman, of Toberman, Mackey & Co., was married Dec. 10, to Miss Noi Ridenhour, of Enid, Okla., after a two weeks' courtship, Mr. Toberman having been introduced to his bride on Thanksgiving Day.

The amendment to the rules of the Merchants Exchange making regular contract grades on oats for delivery after Jan. 2, No. 1 white, No. 2 white, standard or No. 3 white, unless otherwise mutually agreed between the contracting parties, eliminating the other grades at present deliverable on contracts, was adopted by vote of the members, Dec. 15.

Roger P. Annan, of the Annan-Burg Com's'n Co., 1st vice-pres. of the Merchants Exchange, is a candidate for pres. of the exchange at the next annual election, Jan. 4. J. O. Allen of Morton & Co. is also mentioned as a candidate. Geo. C. Martin and Chas. L. Niemeier are possibilities for 1st and 2d vice-pres. The caucus for nominations will be held Dec. 30.

## MONTANA

Roy, Mont.—J. E. Cox & Co. are building a large addition to their elvtr.

Menard (Bozeman p. o.), Mont.—R. A. Cory and A. C. Curtiss are among those interested in building an elvtr.

Savage, Mont.—I have been transferred to the company's new elvtr. at Lambert.—J. E. Peterson, agt. Occident Elvtr. Co.

Philipsburg, Mont.—H. A. Thurston has bot an interest in the Granite County Mill & Elvtr. Co. and will be mgr. of the company.

Lambert, Mont.—Officers of the Farmers Elvtr. Co. are L. J. Crippen, pres., R. S. Nutt, sec'y-treas. and myself mgr.—Geo. S. Leonard.

Choteau, Mont.—The Rocky Mountain Elvtr. Co. has bot the elvtrs. of O. Brusven at this point and at Bynum.—Farmers Elvtr. Co.

Coffee Creek, Mont.—Officers of the recently incorporated Farmers Elvtr. Co. are D. Stout, pres., M. Hines, vice-pres., E. Foster, sec'y and J. Krumm, treas.

Limington, Mont.—The Rocky Mountain Elvtr. Co. has completed its 20,000-bu. elvtr. at this station.—Farmers Elvtr. Co., Choteau.—D. W. Bunday, formerly traveling auditor for the McCaull Webster Elvtr. Co., is agt. of the new elvtr.

Helena, Mont.—The Helena Mlg. Co. incorporated; capital stock \$50,000; incorporators C. G. Evans, P. B. Bartley, Z. T. Vinson, R. C. Wallace and H. A. Thurston. The company will build a plant on the site of the Sanford & Evans mill.

Windham, Mont.—Turle & Co. of Minneapolis have bot suit against the Farmers Equity Elvtr. Co. to recover \$1,200, based upon the alleged refusal of the defendant to deliver in September 5,000 bus. of wheat contracted for in July at 70¢c per bu. Thru loaning too much money to the Farmers company and not being able to secure the cash in an emergency the State Bank here has been forced to close. This, it is said, will be but temporary, as the assets are in excess of all liabilities.

## NEBRASKA

Verona, Neb.—The Farmers Elvtr. Co. is building new coal sheds.

Kinney, Neb.—I have succeeded Mathews & Knouse.—C. A. Knouse.

Roca, Neb.—The Roca Grain & Coal Co. has engaged J. A. Brown as mgr.

Eldorado, Neb.—J. W. Chapman is the new agt. for the Updike Grain Co.

Sholes, Neb.—W. I. Lambing is now employed by the Farmers Elvtr. Co.

Carroll, Neb.—The Saunders-Westrand Co. has installed a new gasoline engine.

Nebraska City, Neb.—Harry Newman has left the employ of the Duff Grain Co.

Louisville, Neb.—E. G. Pautsch is mgr. of the newly organized Farmers Elvtr. Co.

Hazard, Neb.—The Central Granaries Co. has repaired its elvtr. and is moving its corn cribs.

Ralston, Neb.—W. H. Hessenflow is in charge of the elvtr. of the Ralston Elvtr. & Mlg. Co.

Norman, Neb.—Mr. Curtis is the new agt. for the Farmers Business Ass'n at this station.

Ruby (Seward p. o.), Neb.—Farmers are interested in organizing an elvtr. company at this point.

Hastings, Neb.—E. Stockham is interested in the building of a terminal elvtr. at this point.



Read letter in this number calling for the repeal of the vertical test law and then get busy.

Lyons, Neb.—I have succeeded Fred Miller as mgr. for the Farmers Grain Co.—Frank Bouser.

Irrington, Neb.—Frank O'Neil of Harvard succeeded J. W. Chapman as agt. of Updike Grain Co.

Edgar, Neb.—A. B. Johnson has left the employ of C. D. McNay and will manage an elvtr. at Tekamah.

Monroe, Neb.—The elvtr. of the T. B. Hord Grain Co., containing 5,000 bus. of grain, burned Dec. 17.

Superior, Neb.—Bossemeyer Bros. will install the latest type 6-bu. Richardson Automatic Sacking Scale.

Friend, Neb.—I have equipped my elvtr. with motors and have discontinued the steam plant.—P. J. Mullin.

Belgrade, Neb.—On Jan. 1, R. Stumbaugh will succeed O. C. Beemer as mgr. of the Farmers Grain & L. S. Co.

Ashland, Neb.—Floyd Buchanan is prop. of the Ashland Roller Mills now, having bot the interest of H. A. Dimmick.

North Platte, Neb.—E. Spear, of Lexington, has succeeded D. P. Rankin as mgr. for the Lexington Mlg. & Elvtr. Co.

Wilber, Neb.—The Updike Grain Co. will install a 15-h.p. electric motor and will operate the elvtr. by electricity in future.

Platte Center, Neb.—Farmers in this vicinity are considering the advisability of forming a company and buying one of the local elvtrs.

Pierce, Neb.—The elvtr. of the Pierce Elvtr. Co. is owned by J. H. and W. A. Boche and I am mgr. instead of Will Boche.—J. H. Boche.

Sutton, Neb.—The Farmers Grain & L. S. Co. has installed a 5-ton Fairbanks Type-Registering Beam Wagon Scale.—Chas. Scherwitz, mgr.

Farwell, Neb.—We will build a 22x24 ft. flour house as soon as the weather permits.—John Hofseth, mgr. Farmers Co-Op. Grain & Stock Co.

Superior, Neb.—We have torn down our old house here and are now erecting a new terminal house and remodeling and enlarging our office.—Bossemeyer Bros.

Stamford, Neb.—Farmers Elvtr. Ass'n incorporated; capital stock \$10,000; incorporators W. A. Latta, pres., J. N. Culver, vice-pres., and G. W. Brown, sec'y-treas.

Chester, Neb.—The Farmers Elvtr. Co. discontinued business here on Nov. 15. The house is closed but the company is selling coal still.—Agt. Central Granaries Co.

Springfield, Neb.—The Lincoln Grain Co. has disposed of its lease on the elvtr. of Johnson & Bates and the elvtr. is closed at present. Mgr. M. A. Hurley is now located at Lawrence.

Coleridge, Neb.—G. V. Patrick, agt. for the P. B. Mann-Anchor Grain Co. at Pender, has been transferred to the company's elvtr. at this station, the elvtr. at Pender having been sold.

Geneva, Neb.—The Hynes Elvtr. Co., of Omaha, will operate the elvtr. of I. N. Trask, U. F. Standard and E. O. McKibben, formerly mgr. of the Farmers Elvtr. Co. at Norman, will be mgrs.

Washington, Neb.—I have succeeded Chas. Ringsted as agt. for Nye Schneider Fowler Co. and he is out of the grain business now. I was formerly agt. for this company at Clinton.—F. C. Warnemunde.

Douglas, Neb.—A. B. Wilson of Nebraska City has canceled his lease on the Farling Elvtr. and the building is not now being used. It is possible that the Farmers Elvtr. Co. will either buy or lease it.

Kimball, Neb.—The Kimball County Farmers Ass'n has been organized and it will either build a new elvtr. or buy one of the elvtrs. here. Geo. Ernst is pres., J. W. Tucker, vice-pres. and F. J. Bel-lows, sec'y.

Blair, Nebr.—The elvtr. is being remodeled and repaired. The Blair Mlg. & Grain Co. is buying and shipping all kinds of grain in connection with the mill and is doing a good business.—Harlan City Roller Mills Co., Harlan, Ia.—P. C. Sorenson is mgr.

Omaha, Neb.—Paul Larson, who has been in charge of the P. B. Mann-Anchor Co. office here, has been appointed supt. of the firm's Nebraska elvtrs. and will have supervision over the Omaha, Sioux City and Sioux Falls offices. His headquarters will be Sioux City.

Bradshaw, Neb.—I am listed at Sargent in the list of Nebraska Grain Elvtr. Operators and my headquarters are given as Broken Bow. This is an error as I am located at this point with offices here. The initials are also wrong as mine are J. H. not J. S.—J. H. Currie.

Plymouth, Neb.—Farmers Elvtr. Co. incorporated; capital stock \$11,000; officers and incorporators, H. C. Nispel, pres., Wm. Grummert, vice-pres., Otto Krueger, sec'y, and Ed. Mader, treas. The new company bot the L. F. Ellermeier Elvtr. here and took possession Dec. 14.

Bladen, Neb.—The Farmers Co-operative Grain & Supply Co. organized; capital stock \$25,000; officers, W. E. Thorne, pres., J. L. Hynes, vice-pres., A. R. Larrick, sec'y-treas. and B. L. Goddell, mgr. We bot the elvtr. of the Koehler-Twidale Elvtr. Co. and began business Dec. 15.—A. R. Larrick, sec'y.

Pender, Neb.—I have bot the elvtr. of the P. B. Mann-Anchor Co. here and am operating same under the name of John F. Westrand Co.—John F. Westrand.—Mr. Westrand was formerly sec'y of the Saunders-Westrand Co. G. V. Patrick, agt., will be transferred to the P. B. Mann-Anchor Elvtr. at Coleridge.

Tobias, Neb.—The Farmers Society of Equity will buy or build elvtrs. at Hebron and Ohio. We have leased the elvtr. of the Lincoln Grain Co. at this station and will operate as the Equity Grain Co. S. C. Mead is pres. of the company, and I am sec'y and mgr. G. R. Antram is in charge of the elvtr.—R. M. Tyson.

Red Cloud, Neb.—We are building a reinforced concrete mill, elvtr. and warehouse, 4 miles east of this city on the C. R. & Q. It will replace the plant recently burned. We may also put in a complete corn plant for high grade corn products. We completed a new concrete dam and have splendid water power.—Amboy Mlg. & Elvtr. Co.

Bladen, Neb.—C. F. Gund and Aug. Sein have purchased the elvtr. of Wm. Rundberg & Co., who went into bankruptcy last August. They have opened for business under the firm name, Gund & Sein, with Aug. Sein as mgr. Mr. Sein was formerly mgr. of the Farmers Grain & Stock Co. at Blue Hill. Wagon scales will be installed in the elvtr. at once.

Valley, Neb.—Our new 15,000-bu. elvtr. will be ready to take in grain in a day or two; John Lentell is mgr. Our equipment includes 5-ton Richardson Automatic Scale for inside of elvtr., outside scales, No. 177 Eureka Cleaner, and 10 h.p. F. & J. Gasoline Engine with pump and outside tank.—C. W. Waugh, sec'y Farmers Co-operative Ass'n.—The Younglove Constr. Co. had the contract.

## NEW ENGLAND

Fall River, Mass.—McKenzie & Winslow, Inc., have completed their new grain and hay storage warehouse.

Northboro, Mass.—Sparrow, Brigham & Co. have engaged in the grain business at this point and will handle a general line of grain and seeds.—J. P. Steel Grain Co., Marlboro.

Hartford, Conn.—One of our warehouses burned at 3:30 p. m. Dec. 4. It was filled with grain and the loss on the contents amounts to \$11,000. The loss on the building was \$4,000. It was of wood and mill construction with no machinery and will be rebuilt on the same plan at once.—Smith Northam & Co.

New Bedford, Mass.—Geo. T. Macomber, for many years in the grain and brokerage business here, died suddenly Dec. 4, of heart disease.

Boston, Mass.—The following officers of the Chamber of Commerce were elected at the annual meeting, Dec. 7, Elmer J. Bliss, pres., Ed. K. Hall, 1st vice-pres., Frances K. Bangs, 2d vice-pres., James A. McKibben, sec'y and Dan'l D. Morse, treas. Harry Hamilton is the new chairman of the executive com'te of the grain board and Forrest S. Smith is vice-chairman.

## NEW JERSEY

Burlington, N. J.—The grain storage plant and flour mill of Amos K. Ashley were burned Dec. 16; loss \$25,000.

Hoboken, N. J.—John H. Timken, formerly connected with his father Herman Timken, in the grain and feed business here, died recently at the age of 54.

## NEW YORK

Lake Placid, N. Y.—Hurley Bros. are building an elvtr. here.

## BUFFALO LETTER.

The malt house of Obermeyer & Liebmman was damaged to the extent of \$20,000 by fire on the top floor of the building. The loss was fully covered by insurance.

Julius S. Smith will turn over the duties of Buffalo lake weighmaster on Jan. 1, 1915, to William G. Schrader, his assistant for 23 years. Mr. Smith held the position 40 years.

The Corn Exchange of Buffalo, N. Y., presented its complaint on ex-lake grain freight charges to the Interstate Commerce Com'n on Dec. 14. Application was also made for reshipping rates on all-rail grain from Buffalo.

Frank W. Fiske, a familiar figure on 'change, and one of the oldest grain dealers at this market, died of heart disease, Dec. 17. He was at one time connected with G. S. Hazard & Co. which was succeeded by F. W. Fiske & Co. and later he operated in his own name. He was 81 years old.

## NEW YORK CITY LETTER.

Thomas Ricalton and Frank S. Selleck have formed a partnership and will do a grain brokerage and com's'n business, operating as Selleck & Ricalton.

Ex-pres. John Aspegren of the Produce Exchange, was the recipient of a handsome silver loving cup from his many friends of the exchange, Dec. 15. He was also presented with an illuminated copy of the resolutions in his honor when he retired from office. Treas. Ed. R. Carhart made the presentation speech.

The following grain men have applied for membership in the Produce Exchange: Herbert F. Hall, of the Hall-Baker Grain Co., Kansas City, Mo.; W. T. Brooking, of the W. L. Green Commission Co., grain merchants, St. Louis, Mo., and Alberto Oblieght, representing Alfredo Tobino, grain merchant of Genoa, Italy.

## NORTH DAKOTA

Kensal, N. D.—J. D. Schlecht, agt. for Woodworth & Co., has been ill for some time.

Venlo (Anselm p. o.), N. D.—We will overhaul our elvtr. and install a conveyor and a feed mill.—Farmers Elvtr. Co.

Watford sta. (Schafer p. o.), N. D.—Watford Grain Co. incorporated; capital stock \$25,000; incorporator, J. E. Duncan.

Calvin, N. D.—The elvtr. of the St. Anthony & Dakota Elvtr. Co. at this station has been closed for the season by Mgr. O. D. Patterson.

Bowbells, N. D.—S. Romine, W. B. Coons, W. H. Wineman, D. F. Bair and John Romine have bot the elvtr. of T. Stromset and will move it to Perella.



Stiles (Lidgerwood p. o.), N. D.—Wm. Bauman has succeeded me as agt. for the Atlantic Elvtr. Co. and I am out of the grain business.—C. A. Mix, Lidgerwood.

Crary, N. D.—The elvtr. of the St. Anthony & Dakota Elvtr. Co. at this point has been closed for the winter and Mgr. Louis Wall has been transferred to the company's elvtr. at Beltrami, Minn.

Gayville, N. D.—Last spring I quit the grain business and went on the road; but in the fall I came here and am now mgr. for the Gayville Elvtr. Co.—S. B. Stockwell, formerly mgr. Farmers Elvtr. Co., Wakonda.

Fargo, N. D.—The Tri-State Grain & Stock Growers Ass'n will hold its annual meeting in this city Jan. 19 to 22. Chas. J. Brand, chief of the buro of markets of the U. S. Dept. of Agriculture, will be the principal speaker.

Brady's Spur (Egeland p. o.), N. D.—The elvtr. of Jas. G. Brady, containing 1,200 bus. of barley and 400 bus. of wheat, burned Dec. 9; loss \$1,000. The fire is thot to have started from an overheated stove in the office. Mr. Brady and his assistant were loading a car and did not know of the fire until the engine stopped. By that time the building was practically in flames.

Luverne, N. D.—This station is now a postoffice and mail should not be addressed in care of Page.—While removing the drive belt from the cleaner without stopping the machinery, A. C. Englestad, agt. for the St. Anthony & Dakota Elvtr. Co., caught his hand in the pulley and broke both bones of the left arm between the hand and the elbow.—R. L. Curry, mgr. Farmers Elvtr. Co.

Buchanan, N. D.—The Buchanan Elvtr. Co. and J. A. Buchanan, sec'y-treas. and mgr., recently recovered judgment for \$1,500 on a note given by Jennie and James Lees, to whom the money was advanced by the Buchanan Elvtr. Co. to enable defendants to pay losses in grain speculations with the John Miller Co. of Duluth and Minneapolis. The court held the defense that the notes were given in a gambling transaction was not available against Buchanan, tho it might have been as to the John Miller Co., Buchanan not being a party to the transactions in grain futures.

## OHIO

Cincinnati, O.—Clarence J. Bender has applied for membership in the Chamber of Commerce.

Dayton, O.—Jos. R. Gebhardt & Son are out of business here.—Victor E. Herter, Victor E. Herter & Co.

Toledo, O.—A 5,000-bu. corn drier has been installed in the Central Elvtr. operated by the Young Grain Co.

Bryan, O.—Chas. Moog has bot 4 acres of land near here and will build an elvtr. on the C. & N. W. R. R.—J. W. Russell.

Reesville, O.—We have bot the elvtr. of O. W. Linkhart & Son at this station and are operating it.—Brindle & Ewing.

Melvin, O.—The elvtr. at this station is owned and operated by Ewing & Curtis. It is on the B. & O.—Brindle & Ewing, Reesville.

St. Paris, O.—St. Paris Grain Co. incorporated; capital stock \$15,000; incorporators J. H. Meyers, W. L. Alton, W. H. Persinger, C. E. Wilkinson and H. C. Dye.

Toledo, O.—Cornelius Day, a grain trimmer, was killed recently at the elvtr. of the East Side Iron Elvtr. Co., when he lost his footing and fell thru a grain chute into the hold of the steamer Griffith.

Christiansburg, O.—Geo. M. Shepard and Otis Shepard have bot the interest of Cory L. Bright in the firm of Shepard-Bright & Co. and will continue the business as G. W. Shepard & Son.—E. T. Custenborder & Co., Sidney.

Germantown, O.—F. S. Durr has installed a feed mill in his elvtr.

St. Paris, O.—We have taken over and will operate the house formerly owned by Mrs. Emma A. Brecount and the elvtr. of John H. Myers. We will remodel the Brecount Elvtr. and will install a seed cleaner and feed grinder.—St. Paris Grain Co.

Ottawa, O.—J. Rosenbeck and R. W. Hess, of Coldwater, have bot the elvtr. of Douglas & Son who suspended business last August, and will take possession Jan. 4. They will do some extensive repairing and will operate as the Putnam Grain Co.

Mortimer, O.—I have bot the elvtr. of T. C. Linger of the Ohio Hay & Grain Co., Findlay, at this station and will operate it as the Syler Elvtr. Co. Have already taken possession and will make necessary repairs and possibly install some new machinery.—Harvey Syler, Galion.

Cincinnati, O.—The recently appointed nominating com'te of the Chamber of Commerce is composed of the following members: Alfred Bettman, Gerson Brown, Andreas E. Burkhardt, Joseph D. Englebert, Maurice J. Freiberg, Robert P. Gilliam, N. J. Hoban, Tom Jones, W. H. Kramer, Wm. R. McQuillan, Philip Morton, Vinton Perin, William F. Ray, Chas. E. Roth and John G. Walker. The election of officers will be held Jan. 15.

Bryan, O.—J. W. Russell operates a successful feed mill here, retailing dairy feed, flour and coal. He installed an elvtr. leg in his mill last summer but this I should judge was for his own convenience. I have never heard that he has shipped any grain and his plant is so small that I doubt if he has capacity for a car load of grain at a time. He built an addition to his mill for bin room but not an elvtr. as reported.—O. L. Eaton, mgr. Christman Mlg. Co.

## OKLAHOMA

Bradley, Okla.—The Moore Grain & Elvtr. Co. has bot the Bradley Elvtr.

Wetumka, Okla.—J. R. Dunzy contemplates the erection of a flour mill next year.

Hinton, Okla.—The Farmers Union Gin & Elvtr. Co. was composed of 300 farmers when it started in business about 5 years ago, but the stockholders dwindled down to 25 and Nov. 28, the elvtr. and gin were sold at sheriff's sale.—Hinton Mlg. Co.

Hinton, Okla.—O. E. Durham of O'Keene now owns the elvtr. of the Farmers Union Gin & Elvtr. Co. A. B. Gentry is mgr. It will be operated as the A. B. Gentry Grain Co. W. E. Goode is mgr. for the Canadian Mill & Elvtr. Co., Zobisch Bros. for the Hinton Mlg. Co. and C. E. Carver for the Chickasha Mlg. Co.

Purcell, Okla.—We have bot the elvtr. interests of the co-operative company but have not succeeded them as they still operate the gins. They formerly operated the elvtr. of the Briggs-Saunders Co. under lease. We have bot this property and have overhauled it, making extensive repairs. The Robertson-Archer Co. and ourselves are the only regular grain dealers at this station.—Gibbons Elvtr. Co.

Oklahoma City, Okla.—The Oklahoma Grain Dealers Ass'n is welcoming the investigation of Governor Lee Cruise, who says that he has received many complaints against the organization charging it with being "in absolute control of practically every phase of the grain growing and marketing industry." In some of the complaints which have been filed with the Corporation Com's'n it is alleged that the ass'n is organized along lines that make it impossible for farmers to handle their own grain or for an independent buyer to conduct a grain business in the state, unless he becomes a member of the grain men's organization. Every assistance will be given the corporation com's'n which will have charge of the investigation by the ass'n and its members.

## OREGON

### PORTLAND LETTER.

Unless Portland gets active and builds grain elvtrs. that will enable us to ship grain in bulk, a large share of next year's crop will be diverted thru Puget Sound. Farmers are almost unanimously in favor of shipping wheat in bulk. In Seattle several large concerns are erecting new grain docks and elvtrs. that will offer facilities for handling grain in bulk. They will be ready next year to bid for the grain of the Northwest and no doubt a lot of it will go there. The cost for sacks takes fully \$1,000,000 from the Northwest farmers every year.—A. V. Smith, Natl. vice-pres. Farmers Union, Baker.—D.

Members of the Merchants Exchange have voted in favor of state grain inspection and a bill for presentation to the next legislature will be drafted by A. Cohn of the Northwestern Grain & Warehouse Co., R. J. Patterson, of Stevens & Smith, and Otto Kettenbach, of M. H. Houser & Co., the three having been appointed as a com'te to draw up the bill. The rules and grades will be modeled after those of the state of Washington. At present the Chamber of Commerce appoints the inspectors and establishes the grades. Grain men claim that this is inadequate and causes much grain to be diverted to Washington ports and markets.

## PENNSYLVANIA

Philadelphia, Pa.—Ed. M. Richardson has moved his offices to the Bourse Bldg.

Sewickley, Pa.—J. F. and P. E. Malone have bot the grain and feed business of W. G. Murray.

Mechanicsburg, Pa.—Wilson R. Miller, senior member of J. R. Miller's Sons, died Dec. 6, at the age of 58.

Scranton, Pa.—Frank A. Kaiser has been elected pres. of the Scranton Flour & Grain Co., to succeed Alonzo Tappen, who died Nov. 26.

Lewistown, Pa.—Our plant burned Dec. 5; loss \$7,000; insurance \$3,500. We have not determined what kind of a mill we will build or what machinery we will use.—High Falls Mlg. Co.

Philadelphia, Pa.—Joe Haas, the veteran gate keeper of the Chamber of Commerce, will in future summon members of the exchange to the floor by means of a huge megaphone which has just been installed by the floor and fixture com'te.

Vandergrift, Pa.—We are building a 28x60 ft. warehouse for feed and grain storage, capacity 4,000 bus. We will install an elvtr. with 4x6 in. buckets and will operate by electricity. The house will be completed during January.—L. M. Ekin, Ekin Bros.

Pittsburgh, Pa.—John D. Armstrong has succeeded Geo. R. Harris as mgr. of the grain dept. for Donner, Childs & Woods, Mr. Harris having resigned to accept the management of the grain dept. of Geo. W. Eberhardt & Co. Mr. Armstrong is well known to the grain trade, having been in business on his own account for a number of years.

## SOUTH DAKOTA

Shindler, S. D.—The elvtr. of the South Dakota Grain Co. has been completed.

Hilltop (Veblen P. O.), S. D.—I am agt. for the John Hokanson Grain Co.—S. J. Shulson.

Irene, S. D.—Chas. Nelson is now employed by the Farmers Co-operative Stock Co.

Montrose, S. D.—Chas. Beach has succeeded Mr. Weir as mgr. for the Farmers Elvtr. Co.

Waubay, S. D.—F. G. Gruba has resigned as agt. for the Victoria Elvtr. Co. and is now at Grenville.



Volin, S. D.—The elvtr. of J. T. Scroggs, formerly owned by the Reedy Grain Co., is now in operation with H. G. Hazen as mgr.

Lake City (Via Britton), S. D.—This station is in Marshall county and is on the new F. & V. R. R. John Hokanson is now agt. for the John Hokanson Grain Co.—R. B. Walker, agt. Crown Elvtr. Co.

Oldham, S. D.—J. L. Koehne, formerly mgr. for the Farmers Elvtr. Co., is now agt. for the South Dakota Elvtr. Co., and W. H. George is buyer for the farmers' company.—John Loesch, agt. W. I. Thompson.

Andover, S. D.—The elvtr. of the Farmers Elvtr. Co., which recently went into bankruptcy, was sold to Earl L. Stone at public auction. Mr. Stone was acting for the new corporation, which will operate as the Andover Farmers Elvtr. Co. The stockholders are farmers as heretofore. The house opened for business Dec. 15.—Otto Machmiller, trustee.

Grenville, S. D.—Our elvtr. is the only one in operation at this station at present. Black Bros. and the Miller Elvtr. Co. will erect elvtrs. here in the spring. Our house is new and up-to-date in every particular. It is operated by a gas engine and has manlift and weighing out scale. Our office is 12x20 ft. The front pit is of 500 bus. capacity, the rear pit, 300 bus. capacity. Both of the pits are of concrete and 16 ft. deep. The leg is partitioned off by a concrete wall with plenty of room to work at bottom of leg without going into the pit. The side bins all have a concrete floor and all bins are spouted to the hopper scale. We have 40,000 bus. capacity and also have a 14x60 ft. coal shed with 4 bins.—B. Cornish, agt. Victoria Elvtr. Co.

## SOUTHEAST

Huntsville, Ala.—We have just installed a corn shucker and sheller in our warehouse.—Lyle & Lyle.

## TENNESSEE

Memphis, Tenn.—I am now mgr. of the Saunders Brokerage Co.—G. S. Scruggs.

Memphis, Tenn.—After 26 and a half years together in the hay and grain business, our firm discontinued the hay and grain business Dec. 1, on account of the nervous condition of our Mr. Maury. We will operate our 100,000-bu. elvtr. and 2 warehouses as a public storage plant for the present.—Webb & Maury.

Nashville, Tenn.—As soon as word was received in this city in regard to the decision of the supreme court in the now famous Nashville Rate Case, Pres. Kelly called a special meeting of the members of the Grain Exchange and steps were taken to obtain a temporary holding order so that members can clean up old business. Chas. D. Jones was appointed to go to Washington and make the attempt to secure a suspension of the order until July 1, 1915.

## TEXAS

Galveston, Tex.—The contract for the plans of the new "Sunset Elvtr." of the Sou. Pac. Ry. Co., has been let to James Stewart & Co. The elvtr. will have a capacity of 1,000,000 bus., will be of reinforced concrete construction, including the roof and will be very similar to the new Girard Point Elvtr. at Philadelphia, which was built by the Stewart company. The new elvtr., however, will be located on Slip "A" west of Pier "A" upon which the burned house was located. The unloading sheds will be built to the east of the pier between the slip and the elvtr. Tests for the foundation of the elvtr. have been made and reported satisfactory. The new site was determined on when it was found that it will require at least 2 months to clean up the ruins of the old house.

## WASHINGTON

Creston, Wash.—M. D. Dungan has succeeded Henry Hills, who died recently, as mgr. for the Creston Union Grain Co.

Pullman, Wash.—The annual "Wheat and Smut" convention will be held at this point Jan. 5 to 7. Standardization of grain will be discussed with R. D. Jarboe, former chief grain inspector, as leader of the discussion. Smut will be another subject to receive attention.

Seattle, Wash.—M. H. Houser, said to be the largest grain exporter on the Pacific Coast, has announced that he has established a permanent base in this city which will greatly increase the annual grain movement thru the port. He has leased facilities here equal to his large holdings on the Columbia river and in the last 3 months has shipped 70,000 tons of wheat and barley from here, setting a record for the grain movement thru Seattle.

## WISCONSIN

Platteville, Wis.—Geo. Whitcher has bot the elvtr. of the Taylor Feed Co.

Kewaunee, Wis.—The Kewaunee Grain Co. will install a Boss Car Loader.

Pepin, Wis.—Albert Heinze, of Wabasha, has succeeded H. B. Newcomb as agt. for the R. E. Jones Co.

Forestville, Wis.—Wm. Rankin, mgr. for Aug. Froemming & Son, has pleaded guilty to the charge of forging a check.

Madison, Wis.—The 14th annual convention of the Wisconsin Agricultural Experiment Ass'n was held Dec. 18 in this city.

Fox Lake, Wis.—C. S. Porter has bot the interest of A. J. Proctor in Porter & Proctor and is now sole owner of the company.

La Farge, Wis.—Freeze & Paul have recently leased the property of the La Farge Mfg. Co. and will handle flour, feed and grain. Getty & McVey recently engaged in the flour, feed and grain business here but only operate a 4,000-bu. warehouse.—P. H. Knutson.

## MILWAUKEE LETTER.

Lyman-Joseph Grain Co. incorporated; capital stock \$40,000; incorporators J. C. Lyman, Burton Joseph and S. T. Weber.

The estate of Ernst Borchert who died Nov. 29 amounts to \$360,000 personal property and \$50,000 in real estate. It is willed to his widow and children.

The Chamber of Commerce Bldg. and the Mitchell Bldg. in which a number of grain firms have offices, were threatened with destruction by fire when a building adjoining the Mitchell Bldg. burned, Dec. 11. M. G. Rankin & Co. and Runkel & Dadmun suffered slight losses from smoke and water.

The milling and grain trade of this city will not, for the time being, be affected by the Interstate Commerce Com'n decision, granting a 5% advance in eastern freight rates, as the special commodity tariffs proposing higher rates on grain and grain products have been suspended until Mar. 31 on account of a discrimination in favor of Chicago and to the detriment of Milwaukee. An equal advance from both points would meet with no opposition from the Milwaukee shippers.

We are remodeling the recently leased 250,000-bu. elvtr. formerly owned by the American Malting Co. on the C. & N. W. The elvtr., after all improvements are made, will be modern in every respect and will be equipped to handle grain rapidly. It is expected to have it running to its full capacity in a very short time. The new company will continue to handle the extensive shipping business which is already established and will continue to feature choice "Wiscon" rye for the milling and distilling trade. All kinds of grain, however, will be handled and facilities have been provided to handle grain, not only in carloads, but also in mixed cars, either in bulk or in sacks of even weight. A. W. Bosch, formerly with the Ladish-Stoppenbach Co., at Sioux Falls, S. D., will be supt. of the elvtr.—Lyman-Joseph Grain Co.

## WYOMING

Bosler, Wyo.—The Overland Cereals Co. has no elvtr. here. In fact, there are no elvtrs. here at all or a dependable grain dealer, tho it would be a good opening for a grain man, especially if he had a small mill in connection.—I. L. P.

## The New Year of the Century.

The Century magazine aims to interpret to its readers what lies back of the bare facts of bulletin and despatch and a notable group of Century contributors is engaged on this important work.

In New York, W. Morgan Shuster, author of "The Strangling of Persia," and Samuel P. Orth, professor at Cornell University, will write of the war and its effects from an ethnic and political point of view.

From London, James Davenport Whelpley, author of "The Trade of the World" and of recent Century papers on diplomacy, will contribute articles dealing with the personalities of the war lords and the spirit of the nations.

Estelle Loomis, the brilliant short story writer, now in Paris, will be sending The Century sketches of vivid human interest.

Dr. Hendrick Van Loon, historian and journalist, has gone to his native land, Holland, where he will write of the lowlands in war time.

Arthur Bullard, the well-known novelist and travel writer, is to leave for Europe in the near future with a roving commission from The Century magazine. His mission is to help build the literature that will grow out of the war itself.

In addition to its timely war material, The Century, during 1915, will have four notable serials—one by Jean Webster, author of "Daddy-Long-Legs"—and, among many other live articles, a number of life-stories of "Constructive Americans," written by such keen biographers as George Creel, Harvey O'Higgins and Harold Kellock. Mr. Kellock's article on George W. Perkins, "The Portrait of a Big Business Man," will appear in an early number.

The publishers, The Century Co., Union Square, New York, are making a special offer to new subscribers of the twelve months of 1915 for the regular subscription price of \$4.00, with October, November and December of 1914 free, thus giving new subscribers James Lane Allen's story, "The Sword of Youth," complete.

COM'S'NER of Internal Revenue declares that sales of grain and produce made on an exchange are taxable under the law when property "is not loaded at the time of sale." However, if it is loaded within 3 days of date of sale it is regarded as "for immediate delivery" and consequently is not taxable.

EVERYBODY is interested in corn just now. W. H. Perrine & Co. are meeting this interest by issuing a weekly letter on this cereal giving all the news regarding it both for and against the price. It contains no opinion, has no bias and will prove a valuable source of information to those who receive it. It can be secured free of charge by writing them.

MOISTURE content of grain has been investigated by Wm. A. Taylor, chief of Bureau of Plant Industry, Washington, D. C. He has obtained commercial tests of an electric method of measuring the moisture content of grain in shipment, developed in the biophysical laboratory, as made on consignments of grain passing thru Baltimore. The method is used satisfactorily with corn and is now being tested with wheat.

LAND BANKS for realty credits are urged in an instructive 14 page pamphlet by Herbert Myrick of the *Orange Judd Farmer*, with a purpose to build up an independent yeomanry rather than the present increasing farm tenancy. Mr. Myrick definitely outlines how to form such banks under state and national laws with security that will make it feasible to loan \$1,000 to be repaid principal and interest by two payments only each year of \$35.



## Seeds

KANSAS PRODUCTION of seeds in 1914 was, millet 222,762 tons, broom corn 12,249,150 lbs., and flax seed 366,841 lbs.

TOWNER, COL., Dec. 19.—Considerable cane, feterita and kafir in farmers' hands yet.—R. J. McGrath, agt. K. S. Jepson.

LIBERTYVILLE, IA.—Clover seed quality fair, with half of crop still in farmers' hands, holding for more money.—Clyde Morley.

THE HAYES SEED HOUSE, Topeka, Kan., has completed a stone, brick and concrete annex, 38x60 feet. The seed holders are mouse and rat proof.

ST. JOSEPH, MO.—Seed trade good. Stocks not plentiful except of cane seed. Looks like prices would advance all along the line.—Mitchellhill Bros.

WHITNEY-ECKSTEIN SEED CO., Buffalo, N. Y., has registered the word "Excelsior," set in a heavy block type, Serial No. 56,575, as descriptive of its grass seeds.

MISSOURI'S CLOVER seed acreage for 1914 was 8,838, yielding 14,141 bus. of seed; 4,383 acres yielded 10,522 bus. of timothy seed and 8,781 acres yielded 61,467 bus. of flaxseed.

MINNEAPOLIS RECEIPTS of flaxseed in November were 1,246,820 bus., and shipments were 1,219,540 bus.; compared with 1,505,460 bus., received and 168,990 bus., shipped in November, 1913.

AMERICAN LINSEED CO., in its report for the year ended Sept. 30, 1914, shows a decrease of \$731,000 in gross earnings, compared with the previous year, and a decrease in net earnings of \$157,000. Surplus at end of the year was \$1,570,000, or \$30,000 more than on Sept. 30, 1913.

FARGO, N. D., Dec. 19.—Timothy and red clover yields have been normal. Most timothy has been marketed but some clover is being held for better prices. Corn crop is above normal and increased acreage is looked for next year.—Fargo Seed House.

MINNEAPOLIS, MINN., Dec. 17.—The seed crops on an average are not as heavy as a year ago, especially alfalfa, red top, and red clover. There is an ample supply of fine quality seed oats. Supply of fancy quality wheat is limited.—Northrup, King & Co.

PHILADELPHIA, PA., Dec. 19.—Normal acreage to be sown next spring. Some clover seed harvested here in spots, mostly of poor quality and traded among farmers. Practically no timothy, alsike or other field seed matured here.—Philadelphia Seed Co., Inc.

KEOKUK, IA., Dec. 14.—Rape seed price is uncertain and will go much higher unless Germany begins exporting. Alfalfa is plentiful now, and the 4th cutting yielded a good seed crop. Ordinarily the 2nd cutting is used for seed; this accounts for the fluctuation in alfalfa seed prices this fall.—Gate City Seed Co.

SEEDS of the common cereals, if kept at a temperature of 20 degrees, will retain their germinating power from 5 to 15 years. Sweet clover is exceptionally long-lived, germinating after 75 years in cold storage. These discoveries were announced by James F. Groves, botany department, University of Chicago, at a session of the National Academy of Science held at Chicago, Dec. 10.

BEAVER CITY, NEB.—Light crop of alfalfa seed grown here, and not of the best quality. Farmers are holding for higher prices. Millet, kafir corn and feterita produced fair yields.—S. J. Franklin, mgr., Franklin Seed House.

HAMBURG, GERMANY, Nov. 23.—Italy has harvested a good quality of red clover seed and a good crop of white clover will be harvested in Hungary and Bohemia. Russia's crop this year can not be exported. Prices on alsike we believe will go higher.—Ernst & Von Spreckelsen.

NORTHFIELD SEED & NURSERY CO., Northfield, Minn., has registered the word "Gopher," Serial No. 80,705, set in stenciled letters above the figure of a gopher, as descriptive of its field, clover and grass seeds. The word "Cannon," Serial No. 80,730, stenciled above the figure of a cannon, has been registered as descriptive of its field seeds.

TOLEDO RECEIPTS for the week ending Dec. 19 were: clover seed 3,120 bags; alsike, 487 bags; timothy, 1,448 bags; compared with clover, 4,270 bags; alsike, 580 bags; timothy, 1,216 bags for the corresponding week of 1913. Receipts for 1914 to date have been clover, 35,819 bags; alsike, 5,831 bags; timothy, 17,442 bags. Clover shipments for the week ending Dec. 19 were 2,313 bags, compared with 207 bags for the corresponding week a year ago. To date this year 8,560 bags of clover were shipped.

TESTS OF SEEDS will be made gratis by the seed laboratory, University Farm, St. Paul, Minn., covering both purity and germination. Farmers are urged to send in their samples early so as to avoid the rush before planting time. The following rules should be observed by those submitting samples for test: Place the name and address of sender on each package of seeds. When more than one sample is sent, number each package. If the seed is home-grown, so state. If purchased, give the name of the firm from which purchased. State whether a purity or a germination test, or both, is desired. It is always well to accompany seeds with a letter. If seeds are small, send 2 ounces, or 4 ounces of the larger, such as corn.

### Free Seed Distribution.

R. A. Oakley, in charge of Congressional seed distribution at Washington, mailed a total of 14,125,766 packages of seed in 1914. A large percentage of this seed was sent to dry farming sections and consisted of drought resistant sorghums and sudans, wheat, clover, corn, peas, milo and feterita.

The price paid for the seed was 94½¢ per 1,000 packets, including delivery at post office after testing. Much of the crop was grown especially for the government, harvested, sent to the testing dept., after which it was prepared for mailing. At the contract price the company which sold the seed made no profit on the deal, while it has always been a losing venture with the government. Yes, and also for the boob who planted much of the stuff. The free distribution of seeds should be left to the molly coddles who have not backbone enuf to demand a profitable price for it.

NEW ARGENTINE wheat is being marketed at Liverpool for February and March shipment. The grain was grown in the province of Santa Fe, weights 61½ lbs. to the bu., and is selling at \$1.40.

### From the Seed Trade.

ARBUCKLE, CAL., Dec. 16.—We handle alfalfa seed exclusively and specialize in California grown stock. Business is good; we are shipping to Mexico, Central America, Australia and Canada, also thruout the western states of this country.—V. A. Peterson, V. A. Peterson Alfalfa Seed Co.

HEILBRON, GERMANY, Nov. 19.—Red clover except in spots in southern Germany, does not amount to much. The alfalfa seed crop is also small. It will interest me to learn if American red clover and alfalfa will be available for export, or will we have to purchase in Europe?—Heinrich Becker.

BUFFALO, N. Y., Dec. 17.—Very little seed raised in vicinity of Buffalo except alsike, and the crop of that seed is not very good this year. Buffalo will have to buy its supply of timothy and clover from western markets. On account of unsettled conditions stocks of seeds thruout east are lighter than usual for this time of year. Dealers have paid little attention to obtaining supplies for spring demand.—Stanford Seed Co.

REGINA, CAN., Dec. 11.—Not much land in this country is devoted to raising grass or clover and only a small start has been made in alfalfa. We have a good crop of western rye and broom grasses this season, most of which the farmers are holding for higher prices. The country being comparatively new, farmers have devoted most of their efforts toward raising cereals from which they can realize quick returns, preferring this to starting the particular line of farming they most desire.—Jno. C. Mooney, Mooney Seed Co., Ltd.

TOLEDO, O., Dec. 21.—Receipts of clover seed, largest of season, have not taken the confidence out of the bulls, who believe the general supply and demand situation will cause higher prices. Speculative trade is much more active. Realizing must be expected on the advances, but a good demand is expected to support the market on reactions. Some of the more extreme bulls believe March seed will ultimately command \$12 in Toledo. The large acreage in winter wheat is creating belief in a greatly increased clover acreage and a correspondingly enlarged demand.—Southworth & Co.

YANKTON, S. D., Dec. 17.—South Dakota has produced a crop of alfalfa seed 25% above normal. Red clover and timothy seed is 75% of an average. Very little of these seeds was carried over from the 1913 crop. We have a good yield of cane, kafir corn, kaoliang and millet in all varieties and quality is extra good. Wheat and oats are light in weight and little is suitable for seed purposes. Corn is well matured and tests high for seed, including dent and flint varieties.—D. B. Gurney, sec'y Gurney Seed & Nursery Co.

CLOVER SEED is still taking the rest cure. It is expected to wake up after the holidays. Large dealers who are short March as a hedge would like to see prices decline so they can cover before the cash demand develops. Speculation continues very quiet, leaving the market sensitive. There has been a little trade in October at a material discount. Buyers are speculators while the sellers say October generally sells below eight dollars early in the season. December longs are nearly all stubborn. Open trades in January and February are limited, so that there will be no more delivery days of consequence until March, which is the active month. It is the month of the largest shipments. Nothing new in foreign conditions. Their prices are relatively higher than ours. Re-



ceipts at Toledo have been fair, partly from Far West but promise to be smaller. Timothy seed and alsike quiet.—C. A. King & Co.

NEW YORK, N. Y., Dec. 21.—Where are large November and December shipments of red clover from France and England? We have been looking out for shipments from abroad, but no German or Italian red clover has reached the United States, this season. We have seen no French seed. Shipment facilities play a big factor. There is hardly any freight room available, going or coming from Europe, and high rates influence business; as a whole, foreign red clover looks to be a good buy at present prices. There are quite some shipments of white clover coming from the other side. Sweden and Germany are letting loose some odd lots at low price. Quality is pretty good. It is impossible to obtain dwarf Essex rape seed on account of containing oil, and therefore prohibited from export from all European countries. We look for high prices on this article. Alfalfa situation is strong, lately, French seed coming in and quite a bit of Argentine alfalfa arriving, but the arrival will not be large enough to supply the demand and we look for higher prices. Crimson clover is rather dull, as December and January is not the season to buy at high price where the demand only sets in, in summer, prices are moderate; stocks not very large in Europe. Present stocks in America are nearly nil. No vetches to be had and the article will be quiet until the war ends.—I. L. Radwaner.

#### Guam Grows Corn.

The Island of Guam, one of the Pacific Ocean islands taken by the United States as a trophy of the Spanish-American war, produces more corn than rice, despite its nearness to the equator. Corn was first introduced from Mexico more than 300 years ago, a hard, flinty, white corn with broad, shallow grains and a large white cob.

The United States Department of Agriculture attempted to acclimatize the highly improved varieties produced in this country, but they failed to thrive, and it is now experimenting with corns raised in other tropical countries.

The Guaman farmer never heard of scientific agriculture. He cultivates his corn in very crude fashion. An interesting feature of this cultivation is the custom of breaking or doubling the stalk just below the ear when it is nearing maturity. The ear is thus left hanging downward. This hastens maturity and also prevents water from collecting under the husk, which on account of the high temperatures and heavy rainfall in Guam, would quickly cause the corn to decay.

The average yield is very low. An acre of the native corn grown at the government's experiment station produced only 28 bus., and this is considerably better than the average. The unit of measure for corn is the "tinaja," which holds about 98 lbs., and prices range from \$1 to \$2 per tinaja.

The Guam Agricultural Experiment Station has just issued its annual report giving statistics covering this island and the results of attempts to introduce new crops, particularly new varieties of corn.

THE TIME IS NEAR at hand when the grain buying will all be done thru the farmers' clubs. They are getting very strong in this state.—H. J. Forrester, Hammond, N. Y.

#### Seed Dep't's Extensive Work.

The seed testing dep't of the Bureau of Plant Industry, Washington, D. C., tested 4,305 samples in the last year for germination, 2,207 of these also requesting a test for mechanical purity. The 5 laboratories which co-operate with the Washington institution have tested 6,937 samples, mostly for farmers.

The Bureau has conducted an extensive campaign against adulterated seed and has worked on 1,470 samples received from Kentucky, a complete report to be made later. Early examinations indicate the quality of Kentucky hairy vetch is improving. In the 1913 report on this state 4% of blue grass and 20% of red clover was adulterated.

The enforcement of the seed importation act required the recleaning of 9 lots of imported seed during 1914, 9 were returned to the country of origin, 1 was denatured, and 5 lots are pending. Customs officials sampled 815 lots of which 24 were refused entry to this country.

The source of imported alfalfa seed is being studied. Practically all the seed now coming into this country is commercial Russian Turkestan and is not adaptable for general use.

The bureau is completing its report on the value of hard seeds and methods of germination, results of its findings to be made known in its next report.

Sudan grass was found to produce large crops both on dry and irrigated land. Seed of the Sudan grasses are being held at exorbitant prices, but as a crop yields abundant seed, next season should see an ample supply at moderate prices. Investigations of the African wild sorghums indicate that 12 varieties are thriving from Sahara desert southward. A number of hybrids between these grasses and the Johnson grass have been introduced in this country. Sudan grass is subject to only one disease of any importance, "red-spot." By selection, however, strains strongly resistant, if not immune, to this trouble, have been secured.

The bureau obtained 300 varieties of soy beans during the last year from Korea and northern Manchuria and these give considerable promise in South Dakota, Wisconsin and New York. Peruvian alfalfa has been tested in the south and southwest and may replace the common varieties formerly grown in those sections owing to its disease resistance.

TWO CARGOES of pea beans, 2,500,000 lbs., have been shipped to Belgium for the relief of sufferers. As the United States bean crop was sufficient only for local consumption, these shipments are expected to have some effect on prices.

#### Imports and Exports of Seeds.

Imports, exports of domestic, and re-exports of foreign seeds during October, 1914; compared with October, 1913; and for the 10 months ending Nov. 1, 1914; compared with the corresponding period ending Nov. 1, 1913; as reported by A. H. Baldwin, Chief of the Bureau of Statistics were, in pounds, as follows:

	October.		10 mos. ended Nov. 1.	
	1914.	1913.	1914.	1913.
Castor beans (bus.)	58,201	89,617	905,179	655,171
Flaxseed (bus.)	1,240,780	880,166	8,084,497	3,847,679
Red clover	22,468	...	4,754,794	3,017,275
Other clover	827,668	2,555,172	17,885,160	15,243,678
Other grasses	1,388,329	1,612,576	31,250,297	20,978,347
<b>EXPORTS.</b>				
Clover	495,035	489,219	3,233,421	3,620,497
Timothy	719,359	1,055,217	9,527,891	10,764,853
Other grasses	345,631	544,877	3,163,527	3,995,254
Flaxseed (bus.)	19	14	20,635	283,072
<b>EXPORTS OF FOREIGN SEEDS.</b>				
Clover	.....	7,344	85,706	1,810
Other grasses	.....	.....	.....	21,894

#### Exclusive Seed Corn Elevator.

An elevator for the exclusive handling of seed corn from choice selected stock is being operated at Wakeman, O., by C. S. Clark & Son. C. S. Clark has been in the seed business nearly 40 years, and his long experience has taught him that corn seed, to be pure, must not only be grown from selected stock but must be completely isolated from other varieties of corn while growing. He has therefore set apart separate fields along the shore of Lake Erie in Huron, Erie and Sandusky counties, for the growing of some 150 varieties. The big specialty is ensilage corn for dairy feeding.

Other popular varieties grown for the wholesale seed trade, are sweet, Dent, flint and popcorn. All of these corns are adaptable to any climate and Clark seeds have yielded big crops thruout the country. The demand for this "grown-to-order" seed has increased steadily until now 2,000 bus. is an ordinary day's business.

While the main plant is at Wakeman, O., C. S. Clark & Son operate a number of dry houses in northern Ohio. The Wakeman plant is equipped with five ear corn driers, one steam shelled corn drier, and a miscellaneous assortment of machinery to prepare the product for market. The buildings are all electric lighted, current being supplied by the firm's own plant, which also furnishes power for operating the machinery.

I HAVE READ and profited by the work of your most valuable sheet.—Wm. McClain, Penfield, Ill.



C. S. Clark & Son's Seed Warehouse at Wakeman, O.



## Supply Trade

THE ADVERTISER who believes in himself and in his goods inspires other people to share his belief.—W. D. Nesbit.

MINNEAPOLIS, MINN.—A very useful card case with secret compartment for bills is being distributed with the compliments of The Day Co.

MILWAUKEE, WIS.—A two story factory building to cost \$20,000 is to be erected by C. H. & E. Mfg. Co., for the manufacture of gasoline engines.

WICHITA, KANS. — The Richardson Scale Co. is sending out a very attractive card to the trade of the "Golden West," conveying the company's season's greetings.

STRIKING OPERATIVES of the Fulton Bag & Cotton Mills at Atlanta, Ga., to the number of 700, held a mass meeting Dec. 1, under the direction of the American Federation of Labor, in an endeavor to further their "cause."

SALT LAKE CITY, UTAH.—The pipe installation contract for the new Utah State Capital was recently awarded to the H. W. Johns-Manville Co. The heating pipes will be covered with J-M Asbestocel pipe Covering. The high pressure pipes will be covered with J-M Asbesto Sponge Felted Pipe Covering.

CHICAGO, ILL.—The Directors of the Agricultural Publishers Ass'n in session in this city December 2d, passed a resolution containing a clause requesting farm papers of America to exclude from their columns copy attacking retail or wholesale dealers, assailing advertisers selling either direct or through dealers, or reflecting in any unfair manner upon a competitor in business.

WAGON SCALES, steel frame pitless scales, castings, beams, and scales completely KD, will take a new rate under a tariff filed by Wm. Cameron, agent for the Santa Fe; St. Louis S. W.; L. & N. and other roads, effective Jan. 1, as Sup. 60 to I. C. C. D66. From St. Louis the rate will be 33 cents to Boston and New York; 31c to Philadelphia, and 30c to Baltimore and Norfolk. To same points from Cairo and Thebes, Ill., the rate will be ½ cent higher.

MAROA, ILL.—The Maroa Mfg. Co. report that their "Boss Dust Collecting System" will be ready for the market March 1st as will their Pneumatic Car Loader. The loader is said to be of exceptional compact design and will be marketed for the sole purpose of accommodating those who prefer a pneumatic loader. They also report increased sales of their centrifugal loader. Literature descriptive of the two new additions to their line will be ready for distribution within a short time.

THE GENERAL ELECTRIC Co., which has received the contract to furnish electric locomotives in place of steam to operate 440 miles of railroad between Harlowton, Mont., and Avery, Idaho, will build 12 locomotives, each having 24 wheels, to haul passenger trains at 60 miles per hour. No brakes will be applied to the wheels of the train going down hill; but the weight of the train will be used to drive electric generators on the engine axles, the current so generated being used to haul a train up hill on some other section of the road. This is the first time this has been done on so large a scale with direct current motors.

IN THE VIEW of our most thoughtful and conservative citizens, the time has now come for a broad development of our commerce. Statesmen, manufacturers, merchants and publicists are urging the increase of our trade with other countries. To help in pushing on this movement and to make sure that this country shall get the credit for the reliable goods it produces a national trademark—"Made in U. S. A."—has been adopted. This slogan is now being sounded throughout the country and will soon echo round the world. It is not only being talked of, but is being placed on merchandise, whether for home use or for export. It will make known to our own consumers, as well as to those of other lands, the fact that meritorious merchandise of many kinds is made in the U. S. A.

### Aberdeen Meeting of South Dakota Co-operative Ass'n.

The annual meeting of the South Dakota Farmers Grain Dealers Ass'n was held at Aberdeen Dec. 15-17. Gov. Frank M. Byrne, of Pierre, delivered an address on the high cost of marketing grain and other crops, quoting figures purporting to show that the crop of 1912, valued at \$8,000,000,000, cost the ultimate consumers \$14,000,000,000. A large part of the difference, he said, is accounted for by freight rates rather than any excessive commissions by the middleman. He recommended federal inspection of grain, as the terminal markets were outside the state, therefore outside of state legislation.

The state college of agriculture was praised by the governor for producing and pushing the sale of Kubanka durum wheat, which brot \$1.21 per bu. at Aberdeen recently. This was the highest price ever paid in the state.

H. W. Danforth, pres., Illinois Farmers Grain Dealers Ass'n, spoke on the necessity of operating farms on a business basis, and said that 65 growers of his state were losing at the rate of \$95 each year, tho they believed their work was profitable. The high cost of marketing farm products was given as one reason. "You farmers," said Mr. Danforth, "pay \$50,000,000 each year for marketing your crops when other men could do it for a mere fraction of this amount." He told of meeting a London grain man who gave the reason for low prices abroad, of American corn, as poor quality. The English importers, he stated, preferred to get corn from Argentina to paying high prices for the American product, which was in a state of fermentation upon arrival.

A general discussion concerning the cost of cooping cars followed, it being the general opinion that all railroads should allow a reasonable amount for this service, while the carriers as a rule considered it the duty of the shipper to protect his own shipment.

F. O. Simpson of Vermillion spoke on discrimination, naming several instances where a line elevator company had paid more for grain at one station than at another, and suggesting that a specific instance be taken to court.

NEW SOUTH WALES has "enjoyed" a temperature of over 100 in the shade for the last four weeks, with no rain of consequence in over a year. Stock is said by a nephew of C. H. ReQua, Chicago, to be dying in droves, and much wheat will have to be imported, as the last crop was a failure.

## News of new grain elevator machinery and supplies is of business importance to every elevator owner and operator who is willing to effect economies in the handling of grain thru his house by the adoption of the latest and best mechanical facilities obtainable.

Such equipment is always the cheapest in the long run. Consult our advertising columns for desirable equipment.

### Grain Exports Heavy.

STEAMER SYMRA cleared at Boston for Christiania, Norway, on Dec. 9 with a cargo of 149,908 bus. wheat.

THE FIRST full cargo of new corn for the season cleared from Baltimore Dec. 12, with 200,000 bus. destined for Holland.

WHEAT CLEARANCES from Atlantic and Gulf ports Dec. 17 were larger than in any previous day, 2,668,000 bus. being exported. On this amount New Orleans supplied over 1,000,000 bus.

RECORD RATES for export wheat from New York to Piraeus, Greece, for January were made when 25½c per bu. was paid. Even with the prevailing high rates offerings of boats are scarce.

TACOMA EXPORTERS have chartered five vessels to carry grain from north Pacific ports to Europe. The boats will start with cargoes aggregating 700,000 bus. late in January.

THE PACIFIC coast will market its entire production of barley if the European war continues another 3 months. The export trade in oats is also expected to increase, now that freights are slightly lower.—D.

CASH IN ADVANCE is offered by Greece for 1,666,000 bus. of wheat per month. This offer was made thru A. B. Cooke, American Consul at Patras, Greece, in a cable to the Chicago Ass'n of Commerce. The country requires 50,000 tons of wheat per month and Chicago shippers were requested to cable offers to P. C. Macris Co., Athens.

STEAMER OLIVER J. OLSON sailed recently from Puget Sound for the west coast of South America with 2,100 tons of wheat. The British steamship Penrith Castle has been chartered to take grain at 45s from Seattle to the United Kingdom. The steamship Eureka will load 2,000 long tons of wheat on Puget Sound for the west coast of South America. The French bark Vendee has cleared from Columbia river with wheat for Europe. The Norwegian bark Nordhav which left the Columbia river last September with wheat is reported to have put into Montevideo in a leaking condition. The weakness of ocean freights, with the advance in English markets, has created a strong grain market on the Pacific coast. The highest price for May wheat on the Seattle market for the last five years was obtained on 5,000 bus. of bluestem at \$1.30.—D.



## Changes in Rates

As shown by tariffs recently filed with the Interstate Commerce Commission the carriers have made the following changes in rates:

C. & N. W. in 7242-N suspends rates on grain from Omaha and Council Bluffs to New Orleans, La.

C. & N. W. in 15,133-A suspends rates on grain from Ia., Minn., N. D., S. D., to Ohio River crossings.

C. & N. W. in 10,226 suspends rates on barley from Watertown and Clyman, Wis., to Cincinnati and Louisville.

C. & N. W. in 7,170-D suspends rates on grain between stations in Ia., Neb., Minn., S. D., and Cairo, Ill., St. Louis, Mo.

C. & N. W. in Sup. 3 to 10,869-C suspends rates on grain from stations in Ia., N. D., and S. D., to Cairo, Ill., and New Orleans, La.

C. & N. W. in 11,475-C suspends rates on grain and flaxseed between Ia., Minn., S. D., and stations in Ill., Wis., Mich., Minn., and S. D.

C. I. & L. in Sup. 1 to 5612, 5613, 5614, and 5615 suspends rates on grain and grain products from Ill. and Ind. stations to eastern points until Mar. 31, 1915.

C. & A. in Sup. E to 1653-B names rates on grain in carloads from stations in Ill., also St. Louis, Mo., and Louisiana, Mo., to Sheldon, Ill., effective Jan. 8.

C. & N. W. in Sup. 23 to 14,500-B names rates on grain and dried beans from stations on the C. & N. W. Ry. to eastern and seaboard points, effective Dec. 17.

Santa Fe quotes a rate of 15½c on wheat and 14½c on corn and linseed meal between Chicago, Ill.; and Kansas City and St. Joseph, Mo., effective Dec. 22.

C. & N. W. in Sup. 6 to 13,002 names rates on grain from stations in Ill., Wis., and Mich., to stations on connecting lines in Wis. and Mich., effective Jan. 5.

C. & N. W. in 11,100-B suspends rates on grain and flaxseed between stations in Ill., Wis., Mich., Ia., N. D., S. D., Neb., and stations in Neb., S. D., and Wyo.

L. E. & W. in Sup. 18 to 502-C restores prior rates on grain and grain products to Trunk Line territory and cancels advance which was to become effective Dec. 16.

Great Nor. quotes a rate of 20c on corn from eastern terminals; to Westfort, Ont. and 26½c from Yankton and Sioux Falls, S. D.; to same station, effective Dec. 24.

C. & N. W. in Sup. 5 to 11,475-B names rates on grain and flaxseed between stations in Ill. and Wis., and stations in Ia., Minn., N. D., and S. D., effective Dec. 1.

C. & N. W. in Sup. 1 to 14,000-C names rates on grain and seeds from stations on the C. & N. W. Ry. to stations in Ia., Minn., N. D., S. D., and Neb., effective Jan. 20.

C. & N. W. in 11,019-R names rates on grain from Chicago or Proviso, Ill., and from Milwaukee, Wis., to other stations on the C. & N. W., except stations in Neb., effective Dec. 14.

M. C. in Sup. 1 to 802, names rates on grain and grain products from stations on M. C. Ry. west of Detroit and St. Clair River, to eastern United States and Canadian basing points, effective Nov. 30.

C. & A. in Sup. E to 1604-B names rates on grain and grain products from Chicago, Joliet, Peoria, Pekin, E. St. Louis, Ill., and St. Louis, Mo., to stations in Ill., and Toledo, O., and Detroit, Mich., effective Jan. 8.

A. T. & S. F. in Sup. 2 to 5655-U names rates on grain and grain products from points in Kan., Colo., Okla., and Superior, Neb., to Galveston, Port Bolivar and Texas City, Tex., when for export, effective Jan. 1, 1915.

C. G. W. in 84-E names rates on grain and flaxseed in carloads from Minneapolis, Minnesota Transfer, St. Paul, So. St. Paul, and Winona, Minn., to points in Ill., Ind., Ky., Mich., N. Y., Ohio, and Pa., effective Dec. 26.

A. T. & S. F. in Sup. 24 to 5588-J names rates on grain from points in Kan., Colo., Mo., Okla., and Neb., to Kansas City, St. Joseph, Mo., Atchison, Leavenworth, Kan., Chicago, Peoria, Ill., and Mississippi River points, effective Jan. 15.

D. S. S. & A. quotes the following rates on flaxseed from Duluth, Minn., and Superior, Wis.: 33c to Philadelphia, Pa.; 35c to New York, N. Y. and Montreal, Que.; 37c to Boston, Mass. and 45c to St. John, N. B., effective Dec. 31.

C. C. C. & St. L. in 832-T restores former rates on grain and grain products to Trunk Line territory but reissues the item providing for advanced minimum weight of 60,000 lbs., on grain except oats and oats screenings, effective Dec. 15.

C. & A. in Sup. E to 1620-B names rates on grain from Alton, Granite City, E. St. Louis, Lincoln, Lockport, Pekin, Peoria, Springfield, Venice, Ill., and St. Louis, Mo., to stations in Ill., Ia., Minn., Mo., and Wis., effective Jan. 8.

A. T. & S. F. in Sup. 3 to 5655-U suspends its rates on grain, grain products and broom corn from points in Kan., Colo., Okla., and Superior, Neb., to Galveston, Tex., Port Bolivar and Texas City, Tex., when for export, until Mar. 31, 1915.

Soq quotes a rate of 21.5c on wheat and buckwheat from Duluth, Minneapolis, St. Paul, Minn., and Superior, Wis.; to Buffalo, N. Y., and Allegheny, Pa.; 18.4c to Lawrenceburg and Aurora, Ind., and 17.3c to Indianapolis, Ind., and Lima, O., effective Dec. 26.

A. T. & S. F. in 5755-A-1 names rates on grain and grain products from Kansas City, St. Joseph, Mo., Atchison, Argentine, Leavenworth and Turner, Kan., to Galveston, Texas City, and Port Bolivar, Tex., for export to foreign countries, effective Jan. 15.

C. G. W. in Sup. 4 to 93-A names rates on grain and grain products from Council Bluffs, Ia., Kansas City, Kan., Kansas City, Mo., Leavenworth, Kan., Omaha, Neb., St. Joseph, Mo., and So. Omaha, Neb., to stations in Ind., Ohio, and Ky., effective Dec. 26.

A. T. & S. F. in Sup. 21 to 5588-J names rates on grain and grain products from points in Kan., Colo., Mo., Okla., and Neb., to Kansas City, St. Joseph, Mo., Atchison, Leavenworth, Kan., Chicago, Peoria, Ill., and Mississippi River points, effective Dec. 24.

C. & A. in Sup. 11 to 1596-B postpones the effective date on Sup. 18-A naming rates on grain and grain products from stations in Ill., and Louisiana, Mo., to Memphis, Tenn., New Orleans, La., Mobile, Ala., Jackson, Meridian, Hattiesburg, Miss., and Helena, Ark., until Mar. 31, 1915.

A. T. & S. F. in Sup. 23 to 5588-J suspends its rates on grain and grain products between points in Kan., Colo., Mo., and Okla., also Superior, Neb., and the cities of Kansas City, St. Joseph, Mo., Atchison, Leavenworth, Kan., Chicago, Peoria, Ill., and Mississippi River points.

A. T. & S. F. in Sup. 16 to 5702-D names rates on broom corn, popcorn and seeds in carloads from points in Kan., Colo., Okla., Neb., and Mo., to Kansas City, St. Joseph, Mo., Atchison, Leavenworth, Kan., Omaha, Lincoln, Neb., Sioux City, Ia., Chicago, Peoria, Ill., St. Louis, Mo., St. Paul, Minn., and St. Paul, Minn.

C. R. I. & P. in Sup. 19 to 27,537-B names rates on grain from stations on C. R. I. & P. to Albany, N. Y., Baltimore, Md., Boston, Mass., Montreal, Can., New York, N. Y., Philadelphia, Pa., Rochester, Syracuse, Utica, N. Y., and other eastern points, and when for export from Atchison, Leavenworth, Kan., Kansas City and St. Joseph, Mo., to Lambert's Point, Newport News and Norfolk, Va., effective Dec. 8.

C. R. I. & P. in Sup. 2 to 19690-G names rates on grain, grain products, seeds and broom corn in carloads from stations in Colo., Ia., Kan., Mo., Neb., N. M., and Okla., to Little Rock, Ark., Memphis, Tenn., New Orleans, La., and stations in Ala., Ark., La., Miss., and Mo., effective Jan. 1.

A. T. & S. F. in Sup. 15 to 5702-D names rates on seeds, broom corn and popcorn in carloads from points in Kan., Colo., Okla., Neb., and Mo., to Kansas City, St. Joseph, Mo., Atchison, Leavenworth, Kan., Omaha, Lincoln, Neb., Sioux City, Ia., Chicago, Peoria, Ill., and St. Paul, Minn., effective Jan. 1, 1915.

C. & A. in Sup. F to 1614-A names rates on grain from stations in Ill., on the C. & A., and C. & Ill. Mid. to Cairo, and other Ill. stations on M. & O. Ry., Cincinnati, O., Evansville, Indianapolis, Jeffersonville, Lawrenceburg, New Albany, Seymour, Ind., Louisville, and Owensboro, Ky., effective Jan. 8.

C. & N. W. in 15,262 names rates on grain, grain products and feedstuffs from Council Bluffs, Ia., Omaha and So. Omaha, Neb., to Attica, Indianapolis, Jeffersonville, LaFayette, Logansport, Monon, New Albany, Oxford, Rensselaer, Rushville Ind., Louisville, Ky., Cincinnati, and Hamilton, Ohio, effective Dec. 26.

C. R. I. & P. in Sup. 20 to 27,537-B names rates on grain, grain products and flaxseed from stations on that line to Albany, N. Y., Baltimore, Md., Boston, Mass., Montreal, New York, N. Y., Philadelphia, Pa., Rochester, Syracuse, Utica, N. Y., and to Lambert's Point, Newport News and Norfolk, Va., when for export, effective Dec. 9.

C. R. I. & P. in Sup. 7 to 28,675-B names rates on grain, grain products, broom corn and seeds in carloads from Chicago, Peoria, Rock Island, Ill., Council Bluffs, Ia., Kansas City, St. Joseph, St. Louis, Mo., Minneapolis, Minn., and Omaha, Neb., to stations in Colo., Kan., Mo., Neb., N. M., and Okla., effective Dec. 7.

C. R. I. & P. in Sup. 6 to 28,675-B names rates on grain, grain products, seeds and broom corn from Chicago, Peoria, Rock Island, Ill., Council Bluffs, Ia., Kansas City, St. Joseph, St. Louis, Mo., Omaha, Neb., St. Paul, Minneapolis, Minn., to stations in Colo., Kan., Mo., Neb., N. M., and Okla., effective Jan. 2, 1915.

A. T. & S. F. in Sup. 22 to 5588-J suspends its rate on grain and grain products between points in Kansas, Colo., Mo., Okla., Neb., and the cities of Kansas City, St. Joseph, Mo., Atchison, Leavenworth, Kan., Chicago, Peoria, Ill., and Mississippi River points, also makes thru rates from or to Omaha, South Omaha, Lincoln, Neb., Council Bluffs and Sioux City, Ia.

C. R. I. & P. in Sup. 1 to 22,000-D names rates on grain, grain products and seeds between Chicago, Peoria, Ill., St. Louis, Mo., Minneapolis, St. Paul, Minn., Omaha, Neb., Kansas City, St. Joseph, Mo., Atchison, Kan., and stations in Ill., Ind., Ia., Minn., Mo., S. D., Wis.; and stations on the C. R. I. & P. and connections in Ill., Ind., Ia., Kan., S. D., and Wis., effective Jan. 5, 1915.

A. T. & S. F. in Sup. 18 to 5702-D names rates on broom corn, castor beans, popcorn, seeds, in carloads from points in Kan., Colo., Okla., Neb., and Mo., to Kansas City, St. Joseph, Mo., Atchison, Leavenworth, Kan., Omaha, Lincoln, Neb., Sioux City, Ia., Chicago, Peoria, Ill., St. Louis, Mo., St. Paul, Minn., also distance rates between points in Okla., and stations in Kan., effective Jan. 15.

A. T. & S. F. in Sup. 17 to 5702-D suspends rates on broom corn, popcorn and seeds in carloads from points in Kan., Colo., Okla., Neb., and Mo., to Kansas City, St. Joseph, Mo., Atchison, Leavenworth, Kan., Omaha, Lincoln, Neb., Sioux City, Ia., Chicago, Peoria, Ill., St. Louis, Mo., St. Paul, Minn., and distance rates between stations in Kan., Okla., and Mo.; and stations in Neb., until Mar. 31, 1915.



Can. Pac. quotes an export rate of 21.5c on barley and oats, 22.5c on rye, 23.5c on grain products, 25c on wheat and 36c on flaxseed from Fort William, Port Arthur and Westfort, Ont.; to Baltimore, Md., New York, N. Y., Philadelphia, Pa., and Boston, Mass.; also a rate of 29c on wheat and oats from same stations when milled at Petersboro, Ont., and products reshipped to Boston, Mass., and stations taking same rate; and an export rate of 19½c on grain and grain products from Sudbury, Ont.; to New York, N. Y., effective, Jan. 1.

M. & S. L. quotes a rate of 10.5c on corn, oats, rye and barley, 11.5c on wheat and 12.5c on flaxseed from Council Bluffs, Ia., to Pekin, Grove, Wesley, Bridge Jctn., Hollis and Bartonville, Ill.; 10.5c on corn, oats, rye and barley, 11.5c on wheat and 12.15c on flaxseed from Omaha and Nebraska City, Neb., to same stations; and 10.5c on corn, oats, rye and barley, 11.5c on wheat and 12.5c on flaxseed from Kansas City, St. Joseph, Mo., Atchison and Leavenworth, Kan., to same stations, effective Dec. 1.

C. St. P. M. & O. quotes a rate of 11.5c on wheat and 10.5c on coarse grain between Cray, Lake Crystal, Madelia, Mankato, Minneopa and Grogan, Minn.; and Sioux City, Ia.; 10c on corn and 11c on wheat between Butterfield and St. James, Minn.; and Sioux City, Ia.; 9.5c on coarse grain and 12c on wheat between Avoca, Hadley, Delft, Jeffers, Storden, Westbrook, Lime Creek, Slayton, Lake Wilson and Woodstock, Minn.; and same stations; 9.5c on coarse grain and 10.5c on wheat between Ellis, S. D.; and Sioux City, Ia.; and 9c on coarse grain and 9.5c on wheat between Brandon, Sioux Falls and Valley Springs, S. D.; and Sioux City, Ia., effective Dec. 1.

WE HAVE been subscribers to the Grain Dealers Journal for the last 14 years and would not be without it.—C. J. Johnson mgr., Lance Jones, Wausa, Neb.

## Tare Weight Compensator.

Full net weight to the customer without the burden on the seller of giving overweight in each package is made possible by the use of the tare weight compensator designed and perfected by Chas. C. Neale, former state scale expert for Minnesota.

Under the federal net weight law enforceable Sept. 3, 1914, "An article shall be deemed to be misbranded if in package form the quantity of the contents be not plainly and conspicuously marked on the outside of the package in terms of weight, measure or numerical count." As the law requires the net weight of the contents to be stated, old practices of giving gross weight must be abandoned, and methods devised for allowing for tare. One of the best of these is shown in the engraving herewith, as it is a permanent attachment, doing away with hooks, riders or a complex system of specially adjusted counterweights.

As shown the compensator is securely fastened to the scale beam in such a position that any weight hung therefrom exactly counterbalances an equal weight on the platform of the scale, at the same time preserving unchanged the center of gravity of the beam and the proper alignment of the pivots. Slotted feet allow adjustment by "cut and try" method after the compensator has been attached to the beam, making it possible to install it without the services of a skilled mechanic. For every style of scale in use the manufacturers of the compensator send a template showing exactly where in the beam to punch the only two holes necessary. After punch marking the two holes they are bored out with a No. 23 drill and

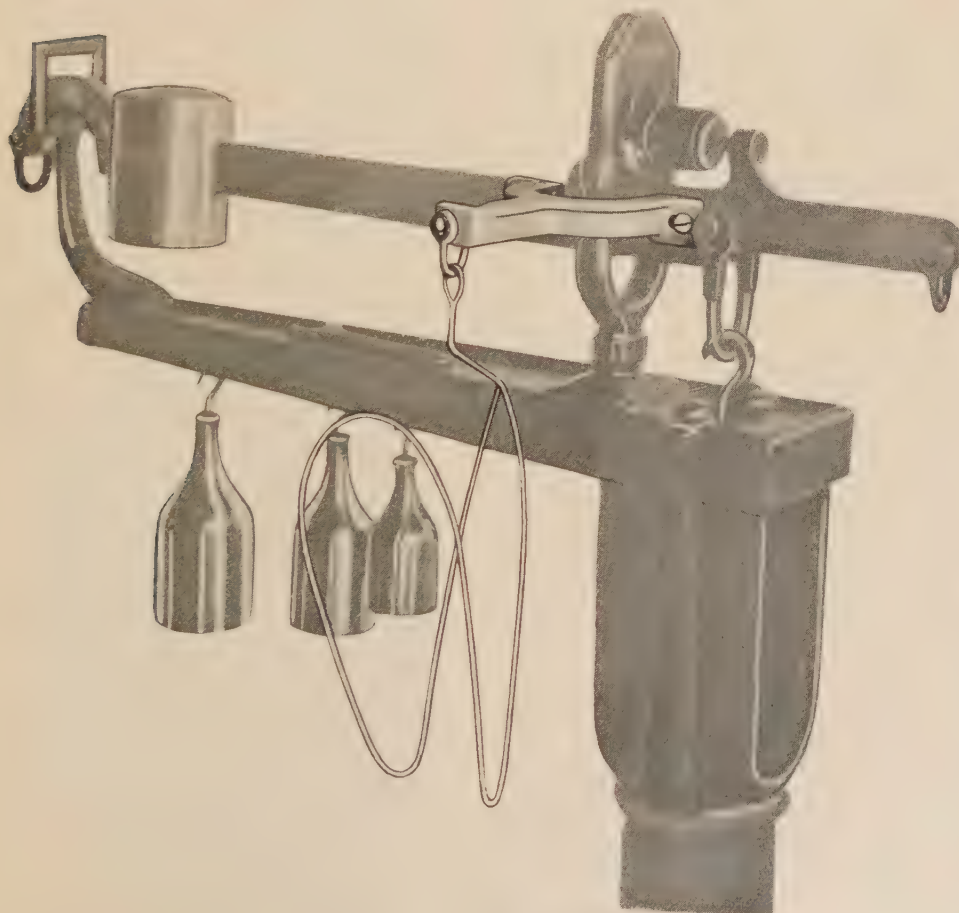
given a screw thread by using a No. 1024 standard tap, fitting the two bolts of the compensator. The compensator is then adjusted for final position by using two equal weights, 8 ounce weights being heavy enough, one on the platform of the scale and one in the basket of the compensator. The adjustment is made by moving the compensator backward or forward as allowed by the slotted feet. The final position is attained when the weight in the basket exactly balances the scale with the other weight. The holding bolts are then turned up very tight to hold the compensator securely in place.

From the feet an arm projects and supports the heavy wire hanger that contains the sack or package used to offset the weight of the similar sack on the scale platform. In operation, when packing flour, feed or grain in a sack of any size or material the operator simply places an empty sack of like size and material in the receiving basket of the compensator, paying no further attention to the weight of container. As sacks are of practically uniform weight the result is absolute net weight packing. Additional information will be given readers of the Grain Dealers Journal on application to the manufacturer, the Compensator Co.

BEING BURIED ALIVE in a pile of coal was the experience of an employe of the American Maize Products Co., Hammond, Ind., Dec. 19. He was taken from the bottom of a 25-ton conical bin after 6 hours' interment, during which time he protected his head with his shovel.

ECHOES OF JOE LEITER'S corner in wheat were heard at Chicago Dec. 12. Suit was brot against him for the recovery of \$320,935 alleged to be due the Interior and Monarch elevator companies of Minneapolis on notes given for wheat bot in 1898. The amount includes interest. At the hearing Mr. Leiter's counsel contended that Leiter entered into an agreement with the Pillsbury and Peavey people to keep wheat out of the Chicago market during his operations on the Chicago board of trade. The violation of that agreement caused the market to drop, entailing heavy losses to Mr. Leiter. According to the defense notes given under an agreement of that kind are void, the conspiracy being unlawful. The jury found from the evidence that the entire deal was an illegal conspiracy and Mr. Leiter therefore was instructed not to pay for the wheat.

THE EFFECT of the big crop harvested last July in the States has already made itself felt to the utmost of its power. It will be noticed that the western receipts have exceeded last season's by nearly 100,000,000 bus.; the exports have exceeded those of last season by only 67,000,000 bus., and yet the visible supply is only 13,000,000 bus. bigger than last year's at this date. Looking ahead, it will be seen that with continued liberal receipts in the concluding months of last season and comparatively moderate exports averaging only 2,100,000 bus. per week, yet the visible supply was drawn upon to such an extent that it fell to 17,136,000 bus. by the end of June. The moral would seem to be that we must not expect a continuance of shipments from the States alone of 8,000,000 bus. weekly, but prepare for shipments of barely half that size.—*Corn Trade News*, Liverpool.



Neale's Tare Weight Compensator.



## Feedstuffs

SUGAR LAND FEED Co., Sugar Land, Tex., has registered the word "Mxtrite," Serial No. 80,927, set in an oval design, as descriptive of its stock feed.

CHARLES BROKER & Co., Owensboro, Ky., have registered the word "Aiolite," Serial No. 81,024, set in a heavy block type, as descriptive of the firm's cornmeal.

BELLE FOURCHE Alfalfa Meal Co., Belle Fourche, S. D., has been incorporated by James T. Craig, Thomas H. Gay, Fred S. Harris, and others, with a capital stock of \$20,000.

MINNEAPOLIS RECEIPTS of millstuffs in November, 1914, were 7,573 tons and shipments 48,783 tons; compared with 7,947 tons received and 58,687 tons shipped in November, 1913.

THE PANAMA CANAL route was used by the steamer Atlantic in transporting stock feed, alfalfa meal and barley from Pacific coast ports to Boston. The vessel arrived Dec. 12.

MIDLAND LINSEED PRODUCTS Co., Minneapolis, Minn., has asked the State Dep't at Washington to endeavor to collect from the German government money for oil cake seized in Belgium.

THE RALSTON PURINA Co., Buffalo, N. Y., has registered a double row of small squares, Serial No. 81,649, as descriptive of its stock and poultry feed. The company has also registered the word "Chow," Serial No. 81,648, as descriptive of its dairy feed.

### Exports of Feeding Stuffs.

Exports of feeding stuffs during October, 1914; compared with October, 1913; and during the 10 months ending Nov. 1; compared with the corresponding period of 1913, according to the report of the United States Bureau of Statistics were, in tons, as follows:

	October.		10 mos. ended Nov. 1.	
	1914.	1913.	1914.	1913.
Bran & mid.	677	343	2,627	4,148
Dr. grains & mlt. spts.	54	5,415	29,116	71,196
Millfeeds	2,695	7,332	36,845	138,674
OIL CAKE AND OIL CAKE MEAL (Lbs.).				
Corn	4,969,946	3,823,761	51,425,488	62,949,571
Cotton seed meal	41,427,489	.....	65,856,013	.....
Linseed or flax seed	26,675,246	47,918,230	379,600,435	743,284,157
All others	167,695	260,829	9,214,258	2,139,549

### Canadian Feeds Act Effective Jan. 1.

The amended inspection and sale act of Canada becomes effective Jan. 1, 1915. The branding of every bbl. or half bbl. of flour, meal, rolled oats, or rolled wheat with the initials and surname of packer, the person for whom packed, together with much other information, is required.

Bags or sacks must also be branded, the amendment stating "every bag, sack or similar package of flour, meal, rolled oats, rolled wheat or feed shall be plainly marked with the initials of the Christian names and the surname at full length of the packer or person for whom such bag or package is packed, and with the place of business of such packer or person; or, where such bag, sack or other package is packed by or for a co-partnership or incorporated company with the firm name of such co-partnership or the corporate name of such company, and

with the place of business of such co-partnership or company; and with the brand and the weight of the contents of the bag, sack, or package; and the provisions as to brand shall not apply to feed, but the composition of the feed in each container shall be stated."

### Essential Points in Opening Feed Department.

In arriving at the right grain, or mixture, to be ground into feed the dealer should remember that none of the domestic animals requires a highly concentrated food, so any grain or screenings about the elevator, providing it is not actually deleterious, can be utilized. In determining the value of this feed after it has been prepared the dealer will find that altho the price per bu. of different grains will vary considerably the value of all grain when figured by the pound is about on a par; if anything wheat is a little cheaper on an average than corn. The dealer therefore, will not save money by restricting his feed to any one kind of grain, as a mixture of wheat, corn and oats could be produced as cheaply per lb. as a feed constructed of only one grain which might be the cheapest per bu. With these facts in mind the dealer will be prepared to answer the question, "What can I utilize for feed to yield a fair profit?"

Besides the initial cost of the grain and other products to be used the item of preparation must be considered, such as grinding, mixing, and the cost of molasses or other sweetener. After the total of these various items has been added to the value of the grain used the producer of the feed is able to arrive at a fair selling price for his product. He should add of course to this sum total per ton, the percentage of profit he thinks he is entitled to, after which it is a simple matter to arrive at the price per bag.

The requirements of the neighborhood in which the feed is to be sold must be considered. The dealer may find a demand for three or four varieties of feed. For feeding dairy stock a mixture of oats with either corn, wheat or rye will be needed. If barley is cheaper than oats at the time that grain may be substituted for oats without injury to the feed, but it should be remembered that the value of the mixture as a feed will depend on the quantity of either oats or barley used. The larger the proportion of those grains, other things being equal, the better feed will result.

In mixing, the product for horses the percentage of oats should be slightly diminished to obtain best results, and in the case of swine that grain should be omitted entirely. These are simply a few basic hints and it is for the dealer starting a feed department to experiment for himself in order to adapt that venture to the needs of his community. He will find after a few attempts that he is able to work in all of his screenings and besides realize a profit on some of the grain which would be off grade if thrown on the market.

Bagging for the retail trade should be done as soon as the product is made. It is impossible to store meal or feed in elevator bins and retain the original mixture, as the heavier particles will gravitate toward the spout much faster than the remainder with the result that early withdrawals take all of the heavy and best grain, leaving screenings and the lighter particles in the bin. If carload shipments are made a bin should be devoted to the

storage of the meal from each grain and another bin for screenings, etc. When the feed is wanted just the right quantity from each of these bins may be spouted into a receiving or mixing bin where the right consistency may be obtained just before it is finally delivered to the car.

Fine grinding improves the appearance of the feed so much that the elevator operator should provide himself with mills of ample capacity to do fine work, taking care not to install a grinding mill too large for his present power plant. Setting the mill to grind finer and run more hours per day will improve the meal and make it readily salable.

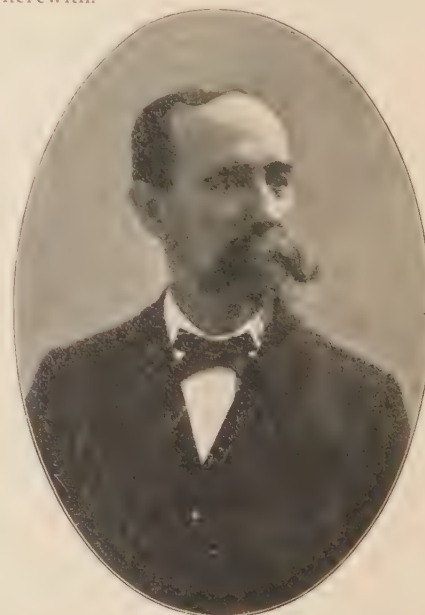
THE DROUGHT record in western Kansas was broken by the last 7 weeks, during which time only .09 of rain fell. This establishes a record for the last 20 years which is expected to result disastrously for the winter grains unless relief comes very soon.

A FINE of \$10 was imposed upon Gust Anderson, farmer of Blaine, Minn., for selling a short weight load of hay. He concealed in the load potatoes and milk weighing 380 lbs. and promptly "forgot" that this product had added any unfair weight to the load. The question arises, would a farmer who cheats on hay hesitate to mix sand in his wheat?

### William McCallister Dies.

William McCallister, formerly prominent in grain and railroad affairs of Cincinnati, O., died recently at Richmond, Ind., at the age of 70 years.

Mr. McCallister served for two years, 1897-98, as president of the Cincinnati Chamber of Commerce, and on Jan. 9, 1906, was given the post of chief weighmaster for that institution. His peculiar fitness through long experience in railroad and weighing matters and the enthusiasm which he devoted to this work were responsible, in a measure, for raising of the standing of that market to a par with other leading markets of the country. He held the position of chief weighmaster until 3 years ago, when he retired and moved to Elwood, Ind. The Cincinnati Chamber forwarded suitable resolutions on Mr. McCallister's death. A portrait of Mr. McCallister is reproduced herewith.



Wm. McCallister, Cincinnati, O., Deceased.



## Crop Improvement.

OHIO's State grain show will be held at Townsend hall, Columbus, Feb. 2 to 5, 1915, and will be open to all students of the Agricultural College. One feature will be devoted to the Ohio corn boys who won prizes in the recent state contest. All entries will close Feb. 1.

SEED CORN kernels should be separated carefully into grades, according to size, and tested before the rush of spring work. The first operation in proper shelling is to remove the small kernels from the tips of ears and the round thick kernels from the butts. Shelling carefully by hand is profitable.

CECIL GLICK, Olin, Ia., won the Capper boys' corn contest last week at Topeka, Kan., the prize being a large silver trophy for the best single ear. Otis Stevenson won the trophy for the biggest yield per acre of kafir, growing 14 bus. and 27 lbs. Other prize winners were Roy Mehrwein, of Whiting, and Sammie Williams, Matfield Green, Kan.

CROP IMPROVEMENT will be discussed at the Farmers' Week celebration to be held at Columbia, Mo., Jan. 11 to 15. The program this year will be the most complete ever given, it being the 50th anniversary of the State Board of Agriculture. The Corn Growers Ass'n will be present to attend the state corn show, to be held in connection with farmers' week.

CROP IMPROVEMENT COM'ITE is recommending the establishing of a recognized seed club for each county to operate as a subdivision of the County Farm Buro, as a means of growing and distributing pure bred, identified seed. The Wisconsin Experiment Ass'n has been giving considerable attention to seeds for the last year, and has made large sales of identified seed barley.

VALUE OF BOYS' CLUBS as an aid to crop improvement is shown in a table published by the Buro of Plant Industry, Washington, D. C. Over 100 bus. of corn to the acre were produced by 386 boys, and the average moisture content at the time tested by the dep't was 15.5%. Kafir and milo clubs are being organized in Texas and Oklahoma, and during the last year 1,594 members were enrolled in the two states.

THE 3RD ANNUAL corn and alfalfa convention, of Bath, S. D., was held on Dec. 4 under the leadership of R. M. Carpenter, teacher of agriculture in the Aberdeen schools, and Prof. H. Howard Biggar, of the Northern Normal and Industrial school. Boys and girls in attendance were called on for essays on corn and alfalfa growing and prizes were distributed for the best literary efforts as well as for prize exhibits of grain.

CORN IS EATEN with a relish by people of the Philippines, and is rapidly becoming one of their staple articles of food. This is the result of the corn campaign conducted by the Buro of Education, which teaches schoolboys how to select the choicest seed and grow the best corn, and schoolgirls how to prepare palatable corn dishes, supplemented by work at home, for which the girls are given school credits. Corn festivals, lectures on the subject in the native tongue, huge billboards and a system of follow-up literature are also a part of the campaign. The thoro manner in which the subject is placed before the Philippino has taught him to steadily increase the quality of his corn until now it compares favorably with that grown practically anywhere in the world.

THE CROP IMPROVEMENT COM'ITE of the Council of Grain Exchanges will hold a session at the Board of Trade, Chicago, Jan. 19-22. Bert Ball, sec'y, will deliver an address reviewing the result of the year's work, Prof. R. A. Moore of the Wis. Experiment Sta., will explain how to obtain larger yields of better grain, and Prof. E. C. Johnson, of Manhattan, Kan., will cover the subject of how the County Agent and Farm Buros improve crops.

## Discourage Volunteer Grain.

To effectively get rid of the "green bug" growers in the southern states, especially Texas and Oklahoma, are advised by the Dep't of Agriculture to destroy all volunteer grain. This can be accomplished best by burning straw which has been scattered over it, by feeding, or plowing under. It is shown that if this evil is not stopped in time it will spread and finally become a serious damage to the big grain raising areas of the south.

The importance of the two states taking the advice of the Dep't and destroying the little bug by whatever means possible, is shown by the fact that wherever the insect has been found farther north its inception has always been traceable to these states. Therefore if the growers there will plow under, burn or feed all volunteer plants they will do much to curb the ravages of the bug.

The pest has been known to live in volunteer plants thruout the winter, even tho the weather was extremely cold and in a moderate winter it has been known to breed continually so that in the spring its numbers are sufficient to destroy a large field of oats or wheat.

THE WORLD'S total wheat crop for the present year is estimated by Broomhall as 3,613,600,000 bus., compared with 3,848,048,000 bus. a year ago.

CONDITION OF crops in Prussia is officially reported as follows, on Nov. 1: Wheat, 2.6, same date for 1913, 2.7; 1912, 3.0; 1911, 2.7; rye, 1914, 2.6; 1913, 2.6; 1912, 3.0; 1911, 2.7; barley, 1914, 2.4 and 1913, 2.4, showing that the condition of Germany's crops despite the war, compares favorably with recent years.

## Books Received

REPORT OF THE CHIEF OF BURO OF STATISTICS (crop estimates) by L. M. Estabrook, states that during the year ending June 30, 1914, the total number of salaried employees in that dep't was 171, of whom 103 were stationed in Washington and 68 in the field. Voluntary crop reporters to the number of 143,621 assisted the dep't by co-operating with the regular employees. The booklet may be obtained from the Dep't of Agriculture, Washington, D. C.

REPORT OF THE OFFICE OF MARKETS by Chief Charles J. Brand, outlines the work of that office for the last year and states personal visits have been made to a number of grain elevators for the purpose of studying business practices in vogue and the methods of financing. From this information an accounting system for grain elevators has been secured and is being tested now at Henry, S. D., Breckenridge, Minn., and Finley, N. D. Copies of the booklet may be obtained from the Dep't of Agriculture, office of markets, Washington, D. C.

# Save Time Labor and Costly Mistakes

The old-fashioned paper and pencil method, use of cumbersome and out-of-date grain tables in computing the cost of different quantities of grain or in reducing pounds to bushels is being rapidly replaced by

## CLARK'S DECIMAL GRAIN VALUES

The tables show the cost of any quantity of grain at any possible market price, and the reduction of pounds to bushels all on the same page.

Values are shown directly from the pounds without reducing to bushels.

Quantities are shown in red figures, values in black, and price given at the top and bottom of each page.

Three minutes explanatory use, means a continuous service.

Will stand the wear and tear.

Time saved in a month pays initial expense.

Table contains oat values, 32 lbs., 10 to 79 cents per bushel; corn, rye and flaxseed values, 56 lbs., 10 cents to \$1.09 per bushel; wheat, clover, peas and potato values, 60 lbs., 30 cents to \$1.59 per bushel; and barley and buckwheat values, 48 lbs., 20 cents to \$1.49 per bushel.

## FINEST THING IN THE WORLD FOR

Checking accounts or reports.

Monthly inventory.

Station report checking.

Daily grain computations.

At any time where speed and accuracy are desired.

Before "the rush" comes—now's the time to order yours. Send \$5 for table bound in art canvas, printed on 80-lb. book paper, or \$6 for one printed on heavy linen ledger paper, bound in cloth, half leather.

## Grain Dealers Journal

315 South La Salle Street,  
CHICAGO, ILL.



## Supreme Court Decisions

**Carrier Liable for Delay during Decline in Market Price.**—A carrier is liable for loss on the value of property intrusted to it for transportation, which results from a decline in the market price pending the carrier's negligent delay in forwarding the consignment to its destination.—*Jett & Brooks v. Southern Ry. Co.* Supreme Court of Tennessee, 169 S. W. 767.

**Value of Shipment.**—In the absence of direct evidence as to the value of grain at the place of shipment, such value may be determined by taking the value at the place of delivery and deducting therefrom the expense of transportation thereto from the place of shipment.—*St. Anthony & Dakota Elevator Co. v. Great Northern Ry. Co.* Supreme Court of Minnesota. 149 N. W. 471.

**State Weighmaster's Records Good Evidence in Shortage Suit.**—The records in the office of the state weighmaster made pursuant to rules established by the Railroad and Warehouse Commission are competent evidence of the facts recorded therein as required by such rules.—*St. Anthony & Dakota Elevator Co. v. Great Northern Ry. Co.* Supreme Court of Minnesota. 149 N. W. 471.

**Limiting Claim against Carrier.**—In an action for loss of a shipment of oxen, a provision in the B/L that no claim for loss should be valid, unless a verified claim is presented within 10 days, is invalid, and is properly excluded from evidence; Code 1906, § 3127, declaring the limitations prescribed by statute shall not be changed by contract.—*Illinois Central R. Co. v. Jordan.* Supreme Court of Mississippi. 66 South. 406.

**Lien for Freight.**—The action of a railroad company in spotting a car containing goods on a spur track leading to the consignee's plant, for the purpose of being unloaded, did not deprive it of possession of the car, and the unloading of the car without its consent and against its expressed stipulation did not constitute a delivery of the goods as against its claim for a lien for freight.—*In re British-American Cedar Co.* U. S. District Court, Washington. 217 Fed. 163.

**Transfer of Title.**—Where the consignor, on being notified that the consignee would not accept a car load of oats, sold same to plaintiff, who went to a bank and took up the draft and B/L, title passed to plaintiff. Where title to a car load of oats vested in plaintiff who bought it from the consignor after the consignee refused to accept it, and paid a draft and secured the B/L the subsequent action of the bank cashier in retaining the draft and in returning the check given by plaintiff did not vest the cashier with any title.—*Baker v. Central Grocery Co.* Court of Appeals of Georgia. 83 S. E. 504.

**South Dakota Warehouse Act Valid.**—Pol. Code, § 495, declaring that no person, firm, or corporation doing a warehouse business, having issued a receipt for the storage of grain, shall be permitted to deny that the grain represented thereby is the property of the person to whom such receipt is issued, and such receipt shall be deemed, so far as the duties of such a bailee are concerned, conclusive evidence that the party to whom it was issued is the owner, is not invalid as an invasion of the province of the judiciary, or a deprivation of property without due process, contrary to Const. U. S. Amend. 14, and Const. S. D. art. 6, § 2; for the statute lays down a rule of substantive law, and not one of evidence, merely enlarging the rules of the contract of a bailment by creating an estoppel.—*Street v. Farmers Elevator Co. of Elkton.* Supreme Court of South Dakota. 149 N. W. 429.

**Injury While Unloading Car.**—Where a railroad delivered a car of grain on a mill switch and set the brake, which was defective, so that, when the mill's servants started it down to the weighing scales and attempted to apply the brake, it would not hold, and the car struck a footbridge across the tracks, which remained up while cars were brought to the scales, as known to defendant, and killed plaintiff's intestate, negligence, if any, as to the brake was the "proximate cause" of the injury.—*Hawkins v. Missouri Pac. Ry. Co.* Kansas City Court of Appeals, Missouri. 170 S. W. 459.

**Railroad Not Released by Clause in Lease.**—The defendant claims that, under and by virtue of the lease by which it leased the elevator to plaintiff, all damages from loss by fire were released. The court excluded this defense, and we think properly so. The release applied to property in or upon the leased property or used in connection therewith, and not to property delivered to and received by defendant as a common carrier. Again, under the federal regulations governing interstate shipments, the defendant cannot, by a mere stipulation in an independent contract, such as a lease of an elevator, having no connection with the contract of shipment of the goods, relieve itself of its liabilities as a common carrier. It can do this only in the mode pointed out in such regulations, so that all shippers will be treated alike, which would not be the case if defendant were allowed to absolve itself by a clause in a contract leasing a piece of property to the shipper.—*Morrison Grain Co. v. Missouri Pac. Ry. Co.*, Kansas City Court of Appeals, Missouri. 170 S. W. 404.

**Beginning of Carrier's Liability.**—Plaintiff having an elevator located upon a switch extending from defendant's tracks, ordered a car placed at the elevator, loaded it with corn, and notified defendant's agent that it was loaded and that he would write out a B/L in the morning, whereupon defendant, according to its custom, moved the car to a point convenient for making up a train and left it near its station, where it was destroyed by fire during the night. The jury found that it had been delivered to defendant and accepted for transportation. Held, that defendant's liability began with the delivery and acceptance for shipment, and that it was liable for the loss, and that the fact that it was an interstate shipment did not affect the case, since the Carmack Amendment to the Hepburn Act (Act June 29, 1906, c. 3591, § 7, pars. 11, 12, 34 Stat. 593 [U. S. Comp. St. 1913, § 8592]), while requiring the carrier to issue a B/L, nowhere says that the carrier's liability shall not attach until such B/L has been issued.—*Morrison Grain Co. v. Missouri Pac. Ry. Co.* Kansas City Court of Appeals, Missouri. 170 S. W. 404.

**Carrier's Liability as Warehouseman.**—The common-law rule changing a carrier's liability to that of warehouseman when cars are placed where they can be conveniently unloaded and Rev. Codes, § 5311, changing its liability to that of warehouseman when notice of the arrival of the freight is given, were waived by a provision of a contract for the transportation of car loads of potatoes that property not removed by the party, entitled to receive it within 48 hours after notice of its arrival, might be kept in car, depot, or place of delivery, or in a warehouse subject to a reasonable charge for storage and to the carrier's responsibility as warehouseman only, and thereunder the carrier's liability as such could be destroyed within 48 hours after notice only by the removal of the property; and hence there was no delivery and the carrier was liable for injury to the potatoes from frost tho the cars were placed on a team track customarily used, and though the consignee ascertained the numbers of the cars and their location, entered them, and examined the potatoes and made arrangements to unload them the following day.—*Gary Bros. & Gafke Co. v. C. M. & P. S. Ry. Co.* Supreme Court of Montana. 143 Pac. 955.

**Negligence in Quoting Freight Rates.**—There can be no recovery based on the common law for the negligence of a railroad agent in quoting freight rates for an interstate shipment resulting in damage to the shipper, since Congress has enacted laws purporting to cover the whole field of interstate commerce, which have displaced the laws and juridical policies and regulations of the various states and prescribed instead a system designed and intended to be uniformly applied without reference to such superseded laws and policies. The reason for this apparently harsh rule, which in practical operation places the shipper at the mercy of careless agents and clerks, is that "The law charges them [shippers] with knowledge of the lawful rates, and they will not be heard \* \* \* to claim the benefit of a lower than the lawful rate on the ground that some railroad clerk has made a mistake in quoting a lower rate for a particular shipment. To permit shippers to impute negligence to carriers in quoting rates, and on that ground to enjoy the rate quoted instead of paying the lawfully published rate, would open a broad and ample way for the payment of rebates and for other unlawful practices, and might, in its practical results, work a repeal of the essential feature of this legislation." Whatever may be said of the soundness of this reasoning, we are bound by the rule, and must hold that the petition states no cause of action.—*John Sloop v. Wabash Ry. Co.* Kansas City Court of Appeals, Missouri. 170 S. W. 385.

## Arbitrators of G. D. N. A. Disagree.

The first case to come before the Arbitration Com'te of the Grain Dealers National Ass'n in which the com'te failed to render an unanimous opinion is the case of the Asheville Milling Co., Asheville, N. C., plaintiff, v. Richter Grain Co., Cincinnati, O., defendant.

A majority of the arbitrators, Elmer Hutchinson and L. W. Gifford, decided in favor of defendant, while E. M. Combs, the third member, held in favor of plaintiff. It is peculiar that only a few months ago the rules of the National Ass'n were amended to permit of decisions by a majority. Like the decision of the United States Supreme Court on the validity of the income tax law, and the decision of the Interstate Commerce Commission on the rate advance case recently given, the handing down of dissenting opinions gives rise to a thought that had the personnel of the court been different the decision would have been different. Such disagreements have the effect of casting doubt on the value of former decisions as a guide to business men in their dealings.

## THE FACTS.

Defendant wrote offering plaintiff 5,000 bus. wheat.

Plaintiff replied requesting defendant to book 10,000 bus.

Defendant countered with a wire, "Market cent higher today. Will ship at 107, cheap at that. Answer by telegraph immediately today."

Plaintiff, tho offer was higher, wired next day, Aug. 15, 1913, "Wire received after closing yesterday. We accept offer."

Defendant wired same day, "We confirm the wheat; thanks," and mailed confirmation, "We booked you 5,000 bus. of No. 2 red wheat, at \$1.07 delivered, shipment to be made during September, buyer's option."

Plaintiff on Sept. 3 wrote defendant, "We wired you recently to begin shipping our wheat contract at the rate of 1,000 bus. every other day. We have just noticed that your letter of Aug. 15 refers to 5,000 bus. Our offer was for 10,-



000 bus. and you accepted it. We presume the letter is a clerical error."

Before the Arbitration Com'te the parties agreed that the difference on the disputed 5,000 bus. is to be 5c per bu. or \$250.

As a matter of law, the minds of the parties not having met, there was no contract, which is in favor of defendant. The majority decided in favor of defendant, but on the following grounds:

## MAJORITY OPINION.

We, the majority, in making this decision recognize a laxity in each of the parties to this controversy in determining the ideas and intentions of the other by a strict interpretation of the different communications passing between them.

Thus in view of the fact that defendant only offered to sell 5,000 bushels of wheat, so stated in plain language in their first letter, and was so recognized by plaintiff in their letter of Aug. 14, 1913.

Also plaintiff wiring in code to book 10,000 on terms offered and confirming (attempted) trade in their letter of Aug. 14, 1913. Also in code, which would have been easier overlooked by defendant than if plaintiff would have written confirmation out in full in plain language.

Also, that upon the final consummation of the trade on Aug. 15, 1913, the defendant did in conformity of rule No. 4 of the trade rules of the Grain Dealers National Ass'n, confirm the trade (as they understood it) by letter in plain language, which was not objected to by the plaintiffs, and

Also that the plaintiff did not confirm the final trade by letter at all, and

Also that the plaintiff did apparently recognize the part of defendant's letter of Aug. 15, 1913, in regard to the early shipment of the wheat and overlooked the amount of the contract, therefore judgment is accordingly rendered in favor of the defendant. Costs of arbitration to be paid by the plaintiff.

## MINORITY OPINION.

It is customary to exchange written confirmations on all transactions made by wire or 'phone and this should be done in every instance, but when it is not done, or when it is partially but not properly done, as in this case, such confirmations do not constitute a contract, and it becomes necessary to revert to the original articles of trade to determine what the contract may be, or to settle any dispute that may arise.

The offer of five thousand bushels contained in defendant's letter (No. 1) of Aug. 13, was not accepted by the plaintiffs and inasmuch as plaintiffs did not wire an acceptance of that offer, that letter cannot be considered a part of the transaction in question.

Plaintiffs' telegram (No. 2) of Aug. 14 was an offer for ten thousand bushels of wheat and was the initiation of a new and different transaction than mentioned in plaintiffs' letter (No. 1) of Aug. 13. Defendants had the right to accept or reject this offer at their pleasure, which right they exercised as shown by the exchange of three other telegrams (Nos. 4, 5 and 6), before the transaction was completed.

It is my opinion that telegrams (Nos. 2, 4, 5, 6), constitute the original articles of trade and that the plaintiffs bought of the defendants ten thousand bushels of wheat. Also, that the failure of plaintiffs and defendants to exchange confirmations in accordance with these telegrams, cannot change or affect the transaction completed by these telegrams.

Therefore, I believe, that plaintiffs should have been given judgment in this case.

AN APPROPRIATION of \$3,000,000 is being sought to provide an agricultural census of the United States. The measure will be considered by the appropriation com'te very soon but much opposition has been waged by those advocating economy in government expenditures.

EXPORTS OF ARGENTINE wheat for the first 6 months of the crop year were about 72,000,000 bus., while from January to July only 36,000,000 bus. were exported. Harvesting is progressing nicely, but the appearance of a large fleet of German war vessels off the South American coast is giving Argentine exporters some apprehension and vessel owners are loath to take chances on having their boats captured.

## Buyer Can Require Delivery Elsewhere on "Basis Delivery Wichita."

The Arbitration Com'te of the Grain Dealers National Ass'n, composed of E. M. Combs, L. W. Gifford and E. Hutchinson, on Oct. 31 decided in favor of Wallingford Bros., of Wichita, Kan., plaintiffs, against the Quinn-Shepherdson Co., of Minneapolis, Minn., defendants, on three contracts covering 16 cars of corn which arrived at destination out of condition and had to be resold at a loss.

Defendants denied responsibility for the loss, contending that their responsibility should cease when the cars arrived at Wichita.

The loss on one car was found by the com'te to be due entirely to plaintiff's method of handling it, and the com'te denied plaintiff's right to delay the car until it went out of condition and then charge the loss to defendant, which is given credit for the full invoice price. The com'te held:

The evidence discloses that the corn was not sold delivered Wichita or any other definite destination, but was sold "Basis delivered Wichita," which would mean that the seller must deliver the corn to any point taking the same rate as Wichita; or, if to points taking a different rate than Wichita, adjustment would be made on basis of Wichita rate.

That although the contracts exchanged were not alike as to some points, they show conclusively the corn sold as No. 3 was to grade such at Kansas City or at destination and that sold as cool and sweet was to be cool and sweet at destination.

That defendants were to ask for billing instructions when ready to ship, that they did ask for and immediately received billing instructions which they accepted and followed and which resulted in a portion of the corn being billed to points which were to be its final destination and a portion of it was billed in accordance with instructions.

Under the terms of the contract, the plaintiffs were within their rights in diverting to other points those cars billed to Emporia or McFarland for diversion and defendants were responsible for its condition on arrival at points to which it was diverted, unless plaintiffs caused delay at diverting point and the evidence does not show any such delay.

The terms of the contract show further that the defendants were in error in assuming that Wichita, Emporia or McFarland was to be the final destination of any of the corn so billed, and as they were only carrying out the terms of the contracts in following plaintiff's billing instructions, they were also in error in assuming that their responsibility ceased when corn arrived at diverting points.

The evidence does not show that plaintiffs were negligent in handling the corn after its arrival at destination.

As to defendant's contention that they should have been permitted to file claims for losses with the railroads and that they did not receive proper notice of some of the losses, the committee believes that had they expected the right to file such claims and wanted to be responsible for them, they should have immediately paid to the plaintiffs the losses established, and from the evidence we also find that while defendants instructed plaintiffs to handle the first two or three cars of hot corn to best advantage for defendant's account, they refused to give such instructions on the other cars and by such refusal forced plaintiffs to make best disposition possible of the corn which plaintiffs did.

The evidence shows that plaintiffs have clearly and properly proven their losses on all but four of the cars for shortage in weight; overcharge in freight; being hot; overcharge in freight.

The loss on one car should not be charged to defendants because they furnished affidavits of shipper's weight as provided in the contract.

Loss on one car is not allowed because the evidence does not establish the fact that this car was hot.

We therefore rule that Quinn-Shepherdson Co. pay to Wallingford Bros. \$1,654.50, with interest at 6% from Jan. 1, 1914, till date this award is paid and that Quinn-Shepherdson Co. pay the cost of this arbitration.

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## Patents Granted

**Vehicle Dump.** No. 1,120,358. (See cut.) Christopher L. Aygarn, Seneca, Ill. A platform contains a dumping support and an upwardly swinging wheel stop on the support. A downwardly swinging wheel rest is positioned under a wheel against the stop, with an operative connection between the rest and stop.

**Bean Sorter and Lifting Head.** No. 1,120,380. (See cut.) James A. Gardner, Alma, Mich. A hollow conveying handle with a hollow bean lifting head is mounted on one end of the handle, the head being formed of movably connected sections, one of the sections having a projection thru the medium of which that section may be swung toward and away from the other section.

**Device for Shelling Ends of Seed-Corn Ears.** No. 1,121,460. (See cut.) William J. Boll, Platteville, Wis. The device comprises a shelling disk in front of which is placed a second shelling element approximately perpendicular to it, means for revolving both elements bodily about a fixed axis and means for turning the disk on an axis oblique to the axis of revolution of the elements.

**Bag Holder.** No. 1,121,388. (See cut.) Robert Kenneth Milks, Ottawa, Ont. A back plate is adapted to be secured to a support formed with flanges, having orifices and a rectangular projecting part extending from these flanges and formed integral with support; projecting part has slots extending transversely across its face and a bag supporting means adapted to engage in those slots.

**Grain Grader.** No. 1,120,083. (See cut.) George H. Rich, Chicago, Ill. A grading cylinder comprising a plurality of rings placed side by side with means for holding them together; each ring has a plurality of circumferentially arranged notches in one side, tapering from the inner side to the outer side of the ring and the notches of the adjacent rings opposing each other to leave tapering discharge openings.

**Grain Car Door.** No. 1,120,055. (See cut.) Roy R. Hart and Henry Nelson, Rapatee, Ill. The car is provided with spaced walls adjacent to the door opening, a tilting door, and shaft so arranged as to give tilting movement, a worm gear on shaft and housed between the spaced walls of

the car, with a second shaft extending vertically between the walls, this second shaft being formed with a worm which meshes with the worm gear of the first shaft and the lower terminal of the second shaft extending thru the bottom of the car.

**Car Door Sealing Device.** No. 1,120,447. (See cut.) Herman V. Cookingham, Rensselaer, and George O. Price, Albany, N. Y. A lock operating lever is fulcrumed on a car door and a keeper is attached to the door. The lever has an opening, and keeper has a series of studs to keep lever in an adjusted position. A movable locking member is adapted to co-operate with the studs in holding lever in position on the keeper and a seal engages the locking member to hold the member in locking position.

**Conveyor Flight.** No. 1,121,511. (See cut.) Frederick E. Klunker, Canon City, Colo. An endless carrier comprising a trough having flanges along its upper edges contains two endless chains with their upper sides traveling just outside the flanges and a series of blades moving in the trough, each having its upper edge formed into a right-angular lip. Along the lip is secured a bar having fingers projecting at right angles and overlying the flanges and connections between the bar and chains.

**Mechanism for Locking Car Doors.** No. 1,120,196. (See cut.) William Herr, Holly Springs, Miss. A pair of brackets, one above and the other below the car door are combined with a trough shaped guide bar connecting the brackets and arranged at an angle to the door; a wear plate having a lateral flange secured adjacent to one edge of the door; a wedge slidably mounted in the trough-shaped bar and adapted to wedge between the wear plate and the bar in the path of flange, and means for locking and sealing the wedge in such position.

**Ventilated Granary.** No. 1,119,941. (See cut.) William Elliott, Sherman, Tex. A circular perforated tube rests upon the bottom of a granary, with lateral perforated tubes opening into and radiating therefrom. Vertical perforated flues extend from the circular tube to about one-half the height of the granary, with a vertical flue in center of the granary and extending thru the roof, the lower half of this flue being perforated, and another perforated flue extending around the unperforated section of the vertical flue and also thru the roof; and radially disposed tubes extending from lower end of this last mentioned flue and communicating therewith.

## Farmers Get All Wheat Is Worth.

The Department of Agriculture has submitted to Congress in response to a resolution adopted last session, a report concerning prices paid for wheat to producers in Kansas and prices at which wheat is sold for export at Kansas City and how such prices are fixed and determined. The matter was investigated by the Bureau of Markets and rural organization.

The report says a great variety of markets are open to the wheat producers and there is a vast complication and intricate system of the marketing of the wheat, such as local flour mills, country flour mills and terminal elevators in Kansas City; the foreign market via the Gulf ports; other domestic markets, such as Chicago, Minneapolis and eastern States; also flour mills in the southern States, including Texas and Western States.

"Kansas is fortunately situated for marketing its wheat in that it has a great number of domestic outlets and the foreign markets. The situation leads to vigorous competition between grain dealers of the terminal markets for Kansas wheat.

"The prices paid for wheat to the farmers in Kansas are based on the prices in Kansas City, Mo., and at the Gulf ports. From these prices must be subtracted the freight rate, shippers' profit and other incidental charges and the margin taken out by the country elevator to determine the price which is paid to the farmer. Since the margins of profit taken by the grain dealers in the larger markets are very small (averaging about 1 cent a bushel) the farmers of Kansas as a general rule are obtaining all their wheat is worth.

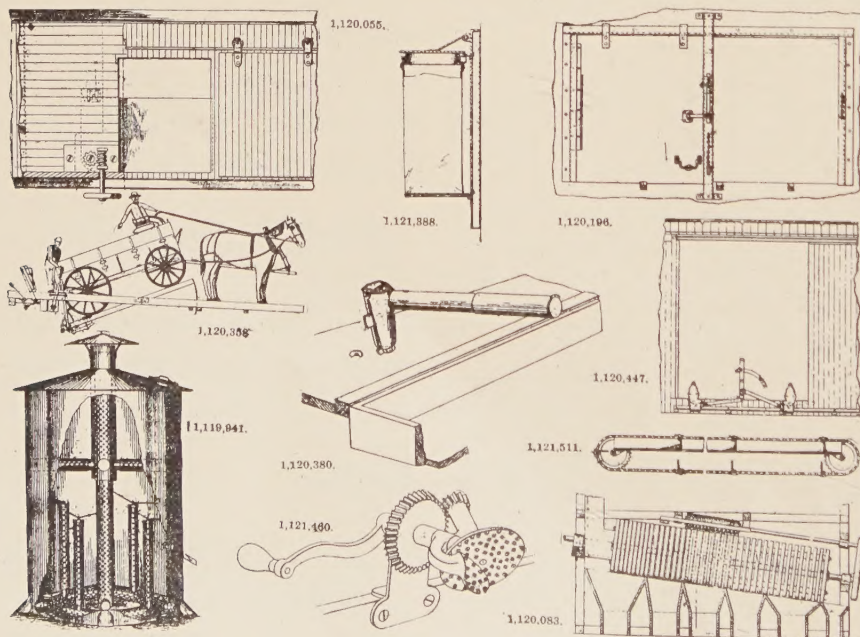
"The weakest link in the chain of the market of Kansas wheat is the country elevator. Compared with the value and quality of service rendered the margin taken by the country elevator is perhaps larger than that taken by any other middlemen in the marketing of wheat. One special weakness is in the failure to use the future market to hedge holdings. The elevators frequently become congested with unhedged stored grain. The elevators as a rule are operated individually with inadequate accounting systems and a lack of sufficient working capital.

"Another conspicuous contrast with the country elevator situation is the efficiency and highly organized method of operation of the terminal grain operators and exporters. In the export trade especially the profits per bushel are extremely low considering the service rendered and the capital and risk involved.

"No evidence was discovered of collusion between large interests to restrain competition or to depress prices in Kansas City. In Kansas City 86 per cent of the terminal elevator capacity is controlled by six firms, but these appear to be in competition with each other. The cost of transportation is by far the largest element in the cost of milling wheat. Of the total difference between the farm price and the Kansas City price freight accounts for approximately 65 per cent. Of the spread between the farm price and the Liverpool price railroad and ocean freights account for about 70 per cent."

—P.

I PERUSE the pages of the Grain Dealers Journal with a great deal of interest.—C. N. Wheeler, Wheeler Grain Co., Springfield, Ill.





## Do Lightning Rods Protect?

Data on 15,000 farm buildings all over the country have been compiled by Prof. J. Warren Smith, of the U. S. Weather Bureau, Columbus, O., and 33 per cent, or 5,000 of the buildings were rodged.

Of the total of 15,000 buildings 1,089 were struck and 250 burned. Out of the 5,000 rodged buildings 37 were damaged and 6 wholly burned. Of the 10,000 unrodged buildings 10% were struck and 2½% burned. Of the 5,000 rodged buildings ¾ of 1% was damaged and ⅓ of 1% burned.

One insurance company in Illinois has never paid a loss on a rodged building and had seven million dollars insurance in force.

Calculated efficiency of rods in Michigan 99.9%, Iowa 98.7%, Ontario, Canada, 94%, and in Mississippi 99%.

These facts certainly prove that lightning rods do protect when properly installed. A system of rods not properly grounded is no better than no rod at all. It is not out of place to assume that a large number of the losses on rodged buildings was due to the systems being out of repair. This is something on which we have no data.

Almost any country elevator can be protected against lightning at an expense of \$50 to \$60. The mill mutual companies alone have paid so far this year 59 lightning losses amounting to \$107,991.67, to say nothing of what the owners lost by under insurance and in trade and good will, which will amount to more than

this. Records do not show that any of these buildings were rodged.

Assuming the efficiency of rods even as low as 90 per cent., \$97,000 of the above amount might have been saved and this sum would have rodged almost 2,000 buildings. Just think of that saving in a single year.

The mill mutual insurance companies are so well satisfied that rods protect that they give a credit of ten cents on the basis rate on elevators rodged or iron clad and properly grounded.

## Insurance Notes.

THE MISSOURI WORKMEN'S compensation bill will be brot to attention of the legislature in January. It's chief provision is the payment of a maximum of \$6,000 for the death of an employe.

WE HAVE always considered the Grain Dealers Journal superior.—E. R. Kolp, E. R. & D. C. Kolp, Inc., Ft. Worth, Tex.

THE CAPE VINCENT SEED Co., Cape Vincent, N. Y., is being reorganized by E. N. Jackson and the large warehouse which has been idle for some time past is being fitted with machinery.

UNITED STATES exports from 12 ports, which do 80% of the country's total exporting, were \$46,820,626, and imports at the same ports were \$26,685,557 for the week ending Dec. 5. These figures show a trade balance in favor of the United States of \$21,852,342, an increase over the previous week of \$5,439,047.

## New First Aid Advice.

Instructions for first aid treatment of injured persons are given in a booklet just published by Magnus W. Alexander, sec'y General Electric Co. As quick action is necessary in emergency cases the instructions are brief and to the point so no time will be lost in reading irrelevant matter, and only the use of simple materials is called for.

With all of the various first aid systems on the market, it was realized by Mr. Alexander that there must be one "best" method of treating each injury, and he, with a group of physicians, each of whom was experienced in treating injuries, held a conference to prepare the most effective and at the same time simplest set of instructions possible. The methods selected and incorporated in the book were considered the most practical and effective with the least chance of harmful consequences thru unnecessary manipulation of the patient or the use of injurious medicaments.

The book, together with the standard first aid jar, should be placed in the keeping of the superintendent or other trusted employe who should endeavor to become as proficient in the work as possible. First aid treatment of injured persons by laymen without a subsequent check on the work might give rise to criticism, so Mr. Alexander has composed a "follow-up" index card upon which a complete record of an injury may be kept. This card form is shown in the booklet.

Another booklet by the same author and along the lines of the first is devoted to instructions to laymen for first aid treatment of common injuries and disorders and covers wounds, bleeding, bruises and sprains, splinters or slivers, fire burns, dislocations, fractures, etc.

The booklet, "First Aid Treatment of Injured Persons," and "Common Injuries and Disorders," together with the first aid jar, may be obtained at practically cost price from the Conference Board on Safety and Sanitation, West Lynn, Mass.

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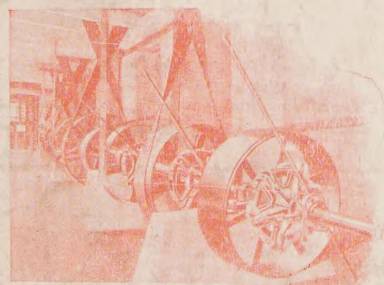
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STEEL ELEVATOR CASINGS.

Our Catalog G-20 Tells the Story.

**Weller Mfg. Co., Chicago**



## A Reason Why

It's no disgrace to "come from Missouri," but it's a reflection on you to be so prejudiced that you always "have to be shown." Common sense teaches to profit by the experience of others.

## A Day Dust Collector Reason

Save power in operating your cleaning machinery

ALWAYS CONSIDERS THE DAY FIRST.

The Day Company,

Winnipeg, Can.

Dear Sirs: For your information we may say in a general way that when we are looking for dust collector outfits, we consider the DAY first. Yours truly,

WESTERN CANADA FLOUR MILLS CO., Ltd.

This letter was received after having installed FOUR separate dust collecting systems for that company.

**THE DAY COMPANY**

1122 Yale Place

Minneapolis, Minn.